

THE INTERNATIONAL Teamster

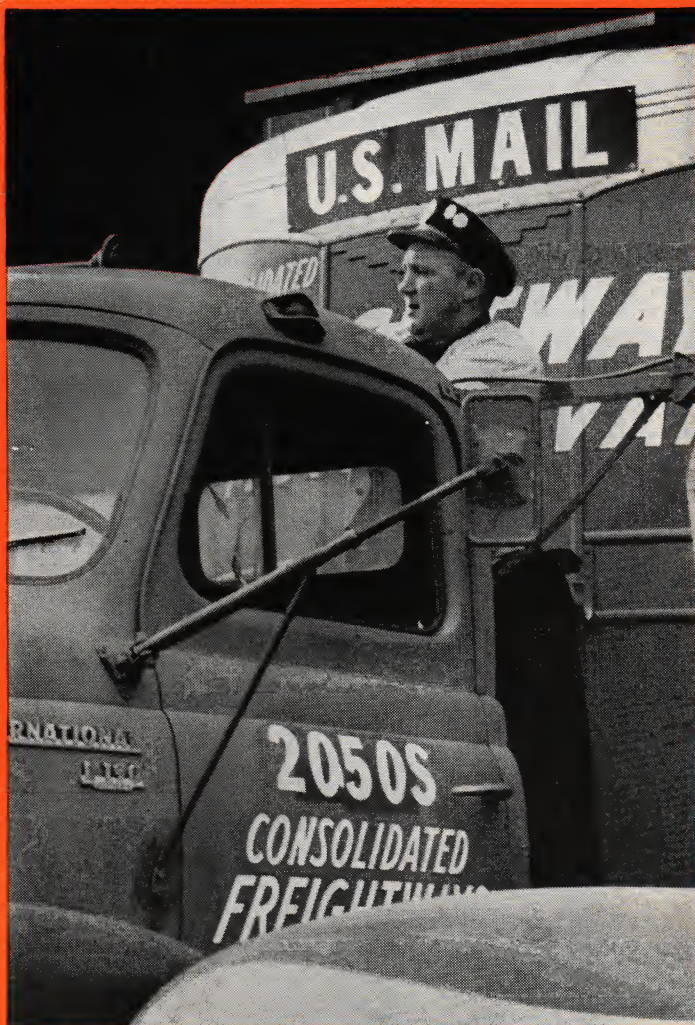
MAY 1954

TEAMSTERS AND TRUCKERS are pressing campaign for "faster mail for less money" through increased use of trucking by postal service. Independent Advisory Committee to the Trucking Industry has compiled comprehensive reports on the economics and service of trucks in the mail picture.

(See article inside.)

NAGGING FEAR of economic crisis continues to trouble nation's working force, despite soothing words of government leaders. This recent news photo of unemployment compensation claimants was made in Detroit, where more than 100,000 are now jobless.

(See General President's Letter.)



FIFTY YEARS AGO *in our Magazine*

(From *Teamsters' Magazine*, May, 1904)

SHORT COMMENTS

The May, 1904, issue of the "Magazine of the International Brotherhood of Teamsters" contained several short, poignant comments on current labor affairs which show the thinking of the times. Here are a few:

"If the Brewery Workers are entitled to the beer wagon drivers, why not give the Barbers' Union jurisdiction over the shaving Teamsters?"

"Detroit papers contain advertisements for teamsters to go to Grand Rapids. Very flattering offers are held out. Needless to say, there is trouble there."

"If your local officials are not capable to fill the duties of their offices defeat them at the next election. But in the meantime, give them your hearty support."

"The Industrial Association of St. Louis has issued a pamphlet with an illustration on the cover representing a masked des-



perado with a pointed revolver in each hand. No doubt it is intended as a likeness of the class of hoodlums so recently imported to take the places of union livery drivers. It is an excellent likeness with the exception that the physique is too perfect. It should be more of the cringing kind."

"The St. Louis Undertakers, Embalmers, and Liverymen's Association is beginning to realize that it is up against it. It started out with a great blare of trumpets to break up the Teamsters' Union. But money makes the mare go, and the association's stock of that very essential article has run out."

ADVICE ON STRIKES

The editor of the International magazine had words of caution for his readers in this edition.

"A great many members of the International Brotherhood of Teamsters and other unions think that labor is organized for the purpose of striking on the least provocation," he commented. "This idea often leads some men to be careless in their work and disrespectful of their employer."

"They are of the mind that their unions will back them up and order a strike when they get into trouble through their carelessness. They never know their mistakes until they get into trouble. Then they find out that the union is organized to better their conditions and not to give them license to run things to suit themselves."

"The power on the part of unions to prevent strikes increases with the strength of the unions. One of the most pleasing features of unionism is that the most powerful organizations show the least inclination to strike. Where the power to do evil is the greatest, the will to use that power is the least."

ADVICE ON HORSES

The affections of a horse are not inferior to his intellectual qualities, Teamster readers were told. "He becomes very fond of the master, even though the latter abuses him greatly."

Two facts are vitally important to a horse trainer, readers were reminded:

- "Never under any circumstances allow a horse to successfully oppose his will to yours. If you do, he remembers it and will try it again."
- "Always keep his affection. If he dislikes you, he has no wish to please you; and, if his obedience is always perfunctory, you will make but little headway in training him."

The early Teamster's vast respect for his horse was expressed with the statement: "The intellect of a horse does not differ from that of a man in kind, but it does differ, very considerably, in degree. He reasons far more from experience than from observation."

1904 WAGE RATES

According to the U. S. Commissioner of Education the average monthly wages of American teachers was \$49 for men and about \$40 for women. (Less than 28 per cent of the nation's teachers were men.)

Laborers in Chicago were receiving \$13 a week instead of a \$14-week previously demanded. Skilled workmen were making \$18 a week with an 8-hour day.

The Master Roofers Association of Chicago signed the wage scale of Roofing Teamsters, Local 741, with a minimum rate of \$15 a week and 25 cents per hour overtime.

BASEBALL NOTE

In the previous issue of the official magazine, the editor called upon the major baseball clubs to use only union drivers in transporting their players to and from the playing fields. The Business Agent of Local 416 of Philadelphia, Pa., wrote in to say that his city had two ball clubs and that the managers of both of them compelled the men who do the driving for them to join the union.

HAD TO REHIRE

The Teamsters of Danbury, Conn., were well organized and strong during this period, but they were having some trouble with employers. It was necessary for the local to call three members



off the job, because men with whom they were working refused to join the union. The members' jobs were then filled with scabs.

Later the employer went to the city's Department of Public Works for contract work, and he was informed by the superintendent that he must belong to the I. B. of T. or employ its members if he wanted work.

The employer then showed up at the home of the local union's secretary-treasurer and said he'd like to reinstate the three Teamsters pulled off the job. As a result, the three men he had later hired were signed up as Teamsters and put to other jobs, and the Teamsters once pulled off the job were put back to work.

The local union reported much construction work about the city and prospects for employment good.

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THE INTERNATIONAL Teamster



DAVE BECK

Editor

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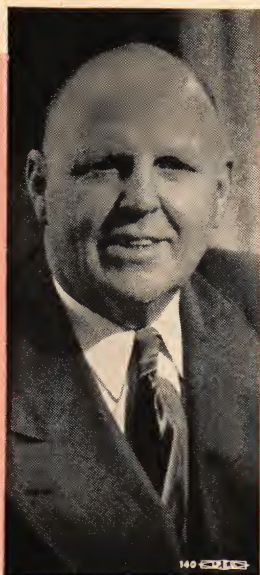
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CONTENTS

General President's Letter.....	2
Who Will Tan Labor's Hide?.....	7
Memo to Mr. and Mrs. Taxpayer.....	8
Dispute with Railway Clerks.....	13
Joint Council 42.....	14
Southern Conference Meeting Set.....	21
Editorials	22
Pony Express on Wheels.....	24
Teamsters at Union Industries Show.....	26
New Products	29
Teamster Topics	30



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Letter from General President **DAVE BECK**

BISHOP SHEIL'S ADDRESS COMMENDED

I AM printing in this issue in the space reserved for the General President's letter excerpts from an important address delivered last month by the Most Reverend Bernard J. Sheil, Auxiliary Bishop of the Roman Catholic Diocese of Chicago, before a labor education conference. Bishop Sheil's work and position in modern life is well known to the labor movement and his words bear serious consideration. I subscribe to his sentiments 100 per cent. Following the excerpts from Bishop Sheil's masterly address, I have made some observations of my own regarding the subject of communism.

Space does not permit a complete reprinting of the bishop's excellent address, but the following excerpts will indicate the scope and general philosophy enunciated in his Chicago message:

"... The problem is no longer one of alerting the people to the danger of communism. We are all aware of that danger. The problem we are facing is what do we do about it. The unsolved problem, in other words, is what constitutes effective anticommunism. More than that, what kind of anticommunism is moral? What kind of anticommunism is proper in a freedom-loving country like ours? The three go together, in my mind. If anticommunism is immoral, it is not effective. You cannot effectively fight immorality with more immorality. If anticommunism flouts the principles of democracy and freedom, it is not in the long run effective. You cannot effectively fight tyranny with tyranny. And if anticommunism is not effective, it is so much sound and fury, signifying nothing.

"It is not enough to say that someone is anti-Communist to win my support. It has been said that patriotism is a scoundrel's last refuge. In this day and age anticommunism is sometimes the scoundrel's last defense. As I remember, one of the noisiest anti-Communists of recent history was a man named Adolph Hitler. He was not wrong because he was anti-Communist. He was wrong because he was immorally anti-Communist; he countered Communist tyranny with a tyranny of his own. And inevitably, Herr Hitler was a dismal failure as an anti-Communist. Half of his own Germany now lives under communism and half of Europe lives in Communist slavery. Would this be true, I wonder if Hitler had been morally anti-Communist. If Hitler had fought Communist tyranny with democratic freedom, the world we live in—I am per-

suaded—would be quite different today. And I venture to say there would be less, not more communism in it than there is.

“No Hitler has risen in America, and I must say that I think it is nonsense when foreign reporters and journalists describe us as living in a kind of Hitlerian reign of terror. We are still free—and we will remain free—let’s have no doubt about that. But, it seems to me that now, while we are free, is the time to cry out against the phony anticommunism that mocks our way of life, flouts our traditions and democratic procedures and our sense of fair play, feeds on the meat of suspicion and grows great on the dissension among Americans which it cynically creates and keeps alive by a mad pursuit of headlines.

“How much more of this are we going to tolerate before we remember that we are proud Americans, with values of our own? If we throw those values away—and I am referring to our traditions of innocent-until-proved-guilty, I am referring to our concern for means as well as ends, I am referring to our trust in our basic institutions—then we will be left with our anticommunism, but very little else.

“An America where the accused is guilty until he is proved innocent, where means don’t matter but only ends, an America which has lost faith in the integrity of the Government, the Army, the schools, the churches, the labor unions, press, and most of all an America whose citizens have lost faith in each other—such an America would not need to bother about being anti-Communist; it would have nothing to lose. Such an America would have nothing to recommend it to freedom-loving men—nothing at all, not even the shining image of its victorious junior Senator from Wisconsin.”

“... Anticommunism is a serious business. It is not a game to be played so publicity-mad politicians can build fame for themselves. If someone were to tell me that the masters of the Kremlin inspired this burlesque to distract us from our real dangers and keep us from taking effective anti-Communist measures, I’d have half a mind to believe him.

“I can’t imagine what would please the Kremlin more than to turn America into a frantic, hysteria-ridden place, full of suspicion of an American for an American. If the Kremlin masters wanted to weaken us—and they do—I suppose that they would be delighted to see Americans lose confidence in the integrity of their political leaders, lose confidence in the stability of their Army, suspect clergymen and teachers. I imagine they would delight in seeing us lose faith in our Constitutional privileges, in seeing us ape THEIR courtroom procedures and hound innocent LITTLE Government clerks who are blown up to important spies and saboteurs as long as it is good for a front page story. Congressional committees have done good work, and will do more. But when they are cynically used to trap headlines rather than spies, they mock themselves—and they mock us, too.

“Aside from the actual undermining of democracy that such procedures entail and the harm done to the individuals involved—and tell me, is there anyone who will deny that General Marshall, to name only one, was truly injured? Or is it to be accounted as nothing that an honorable soldier is berated as a traitor to his duty and his country? Aside from such evils as this there is the fundamental problem that these shenanigans distract us from our real problems, including the problem

of communism. They distract us from pursuing a truly effective program of anticommunism. Are we any safer, for instance, because General Marshall was branded as a traitor? No, we aren't. But we are a little less honorable. We have taken what a devoted public servant gave us and offered him abuse and calumny as our gratitude in his years of retirement. Are we any safer because the line between a liberal or a non-conformist and a Communist or subversive is hopelessly blurred? I doubt it. Are we any safer because non-conformity has been practically identified with treason? I think not. Do we have anything less to fear because people have been bullied by the chairman of an investigating committee and his council? I doubt it. Is America a safer place for ourselves and our children because the morale of our State Department has been blitzkrieged? Or because our fine officer corps has been insulted? Or because political controversy has sunk to a new low of name-calling? Again, I would say no. Are we anymore to be feared by the Communists because of all the hundreds of headlines the Senator from Wisconsin has piled up? I don't believe so. Just what has been accomplished?"

"... In my book if a man is truly anti-Communist, he is concerned with meeting the challenge of communism on every level. He is interested first of all, in seeing to it that conditions here and abroad are such that they don't provide a fertile breeding ground for communism. He is interested in such matters as seeing to it that people get enough to eat, have decent homes, are able to raise their children with dignity. His scope is broad. He is interested in measures to share the wealth of "have" nations with the have-nots. He is interested in breaking down the barriers which separate people—national barriers, class barriers, religious barriers. He is interested in making a better place of his own little corner of the world and of doing all he can to see that others are not in want. I judge an anti-Communist—the real thing, not the cops-and-robbers version—by how well he does these things. If he happens to be a legislator, I look at his record. I see how he voted on measures to make freedom a reality and not merely an aspiration in the lives of his own fellow citizens and of the poor of the world. By this standard, a number of famous anti-Communists, I'm sorry to say, simply don't measure up.

"Communism is a military problem. I judge an anti-Communist according to his record of supporting military measures taken to hold back the Communist forces. I judge him according to how much he helped the Army do its work and not according to how much harm he did to Army morale—how many generals he has insulted.

"On the question of internal subversion, I judge an anti-Communist according to how well he does the very difficult job of seeking out subversives, clearly identifying them and removing them from critical positions. I take it that a genuine anti-Communist is one who despises the court methods of the Communists. I take it he hates the Communist idea that one is guilty until proved innocent. I take it that the genuine anti-Communist is one who, above all, believes in the democratic procedures and is willing to stand by them, even in the face of great temptations to lose one's temper and to lose one's faith in the methods of free men. I judge an anti-Communist by how well he fulfills all these responsibilities in a difficult, delicate job.

"In a word, on this score I judge an anti-Communist according to how well he succeeds in doing what he is supposed to be doing—not according to how many headlines he makes. I judge him according to how well he clarifies the difference between treason and non-conformity—not according to how well he blurs the distinction. I judge him according to how many innocent people he had helped prove innocent and how many guilty people he has proved guilty. I do not admire him as an anti-Communist according to how many guilty and innocent both leave his courtroom without his having made clear and convincing just what their status is but only fogging the issues and reputation of innocent and guilty alike."

"... But although the church takes no position, and will not, on such a matter of public controversy, the church does take a position on lies, calumny, the absence of charity and calculated deceit. These things are wrong—even if they are mistakenly thought of as means to a good end. They are morally evil and to call them good or to act as if they were permissible under certain circumstances is itself a monstrous perversion of morality. They are not justified by any cause—least of all by the cause of anti-communism, which should unite rather than divide all of us in these difficult times."

There is little that I could or would add to the fine words of Bishop Sheil. His remarks constitute a great reaffirmation of faith in our fundamental American ideals. I would like to recall to the members some words of my own in connection with the fight against those who would destroy our form of government through subversion. As the members know, I have for many years been fighting communism and totalitarianism from one end of the country to another in speeches and in our union in above-board fashion. I feel that fair fighting is the American way and that is the way of the Teamsters.

It is hardly necessary to recall to the members the many speeches and writings I have prepared through the years on this question. I would like to recap briefly the remarks I made before our last general convention in Los Angeles, Calif., on this subject—those words set the policy and keynote of our attitude toward the subject of communism. After being elected general president I said in my brief remarks of acceptance:

"It is hardly necessary to mention communism as a challenge to the Teamsters since we are considered among the most patriotic and loyal organizations in America. But we can remain a loyal and patriotic force only through constant vigilance. We are not going to let communism burrow or bore within our organization. We will keep a continuous lookout for the slightest sign of infiltration—infiltration from the extreme left or the extreme right. It seems that Communists never sleep—they work day and night. We likewise must never fall asleep on the job of keeping Communists out... we cannot afford to be smug or indifferent. Eternal vigilance in keeping our unions safe is and must always be the watchword."

I have said this and have made similar statements numerous times in warnings against communism and racketeering. I want to emphasize and re-emphasize the important task of responsibility as decent, fair-minded citizens—fair to ourselves, our fellow unionists and our fellow citizens. Fairness and honesty have been and will always be the basic policy of the International Brotherhood of Teamsters.

Let me also add for the consideration of those in Congress that in America our judicial system does not provide for our playing under two rule books . . . one rule to apply to members of Congress and another directed against union representatives or members. There is a list of examples on this score we could refer to such as Representative Ernest K. Bramblett, J. Parnell Thomas and others. We have found no insistence that these men were removed from office, without trial procedure in our courts, thus affording examination, or even after conviction in our courts, as we are now finding an insistence in cases in which union people are concerned.

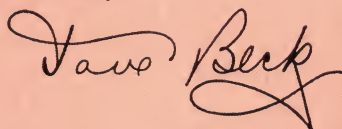
I want to also repeat again to our members that the International Brotherhood of Teamsters is for 100 per cent unity in the labor movement, inclusive of the C. I. O., A. F. of L., United Mine Workers and all other loyal trade unionists. We are for settlement of jurisdictional disputes in accordance with the laws of the American Federation of Labor. We do not support changing the rule book after decisions have been rendered. This permits violations of previously decided cases and freezing these violations against compliance. It would open up, through arbitration or any other procedure, the possible reversal of decisions already decided and submitted through the constitutional procedure that both parties were pledged to accept.

My record on racketeering is identical with that of Communism—there is no room in the Teamsters' Union for racketeers or crooks just as there is no room for Communists. I will insist on fair play and a fair hearing in every case of complaint, but once the facts are known beyond dispute I will take appropriate action.

In recent weeks I have devoted some attention to the economic situation. I have written about it in THE INTERNATIONAL TEAMSTER and have made addresses about it before many Teamster groups, most recently in Chicago, Ill., at the trade division meetings, reports of which will appear in next month's Journal. I do not want to take the time and space to go into the economic situation at this time, but I would like to remind our members that the economic issue is still paramount in importance to trade unions everywhere.

March was supposed to be a great decision time. Unfortunately the figures on unemployment increased rather than decreased and the automobile business got worse. Job surplus areas increased on the labor map and in general some serious unemployment developed in many places. I do not want to be pessimistic and am certainly no self-appointed prophet of doom or spokesman of gloom. I do believe in being realistic. I have said repeatedly that the Administration should use weapons it has at hand to fight the economic recession—I have been saying this for weeks and weeks. There are some signs that this advice is about to be followed—or would be followed if some of the timid politicians were not afraid that there might be political repercussions. Let me say here and now, if the political leaders do not take action, there will be more than political repercussions. These timid politicians will be swept aside by a cyclone of wrath from the American people—wrath vented against those in power for being too scared to act and to use the weapons now in their hands.

Fraternally,

A handwritten signature in dark ink, appearing to read "Dave Beck". The signature is fluid and cursive, with the first name "Dave" and the last name "Beck" clearly distinguishable.

General President.

Advocates of Tougher Labor Law Gaining, As Sentiment Mounts To Give States Greater Power

WHO WILL TAN LABOR'S HIDE?

WILL there be basic amendments to the Taft-Hartley law adopted by the present session of Congress? If the law is changed, how extensive will those changes be?

These questions, crucial to organized labor, are being raised in Washington as Senate and House committees prepare to report to the floor of their respective houses their recommendations for revision of the labor law.

DIFFERENT STORY

By the time this issue of THE INTERNATIONAL TEAMSTER is printed and circulated to the membership, Congress will probably have before it for discussion and debate the recommendations for revision. As to whether or not there will be final action, leading to actual enactment of any revision is quite another story.

Congress has faced unexpected delays in getting to the Taft-Hartley problem. For weeks the so-called Bricker amendment occupied the time of Congress and forced the Administration to devote effort it might otherwise have expended in pushing its legislative program. Likewise the unexpectedly long dispute between the Department of the Army and a Senator has taken up time which might otherwise have gone into legislative consideration.

With valuable time lost in unforeseen disputes, President Eisenhower and his close advisers are now making up their minds on what will be given top priority in the legislative program. To date the box score on legislative achievement is not impressive. The fact that legislation regarded by Eisenhower as of top

importance has been sidetracked may result in postponement or allocation to a low priority status the consideration of Taft-Hartley.

Congress recently went into an Easter recess and when it returns, the leadership will have to spell out the priority list for legislative action. The Senate Committee on Labor and Public Welfare and the House Committee on Education and Labor both claim that they are going to insist on some sort of action by Congress on Taft-Hartley.

The effort to revise the law goes back far beyond the present session. Last year testimony was taken by the two committees which ran into the millions of words. This year further hearings were held following the famous 14-point program of recommendations submitted by the President. (See February, 1954, INTERNATIONAL TEAMSTER).

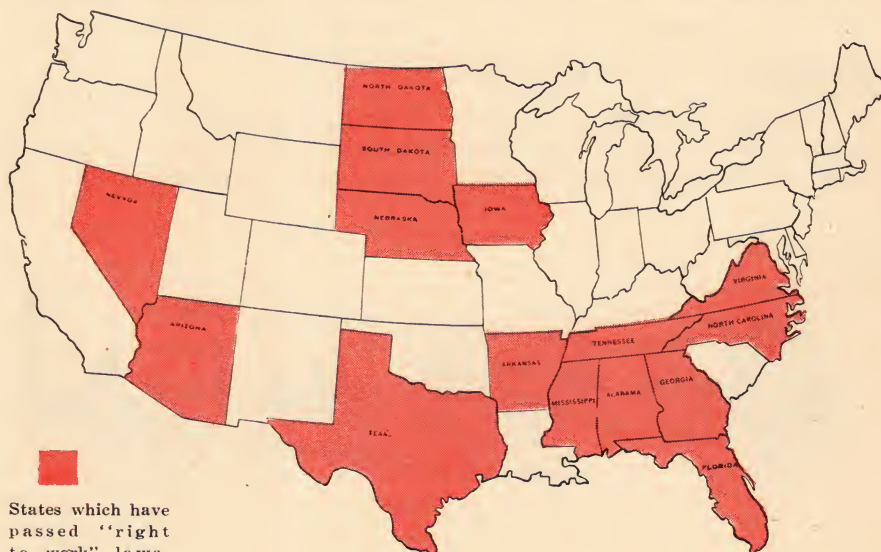
To the surprise of some members of the House the business community began bearing down on Congress in an effort to make the law tougher, not more workable. President Eisenhower is on record as saying that Taft-Hartley could be a union-busting device. Yet, business leaders have been urging Congress to make the law tougher than it now is.

The recommendation made by the President which called forth the most pronounced discussion last January was his suggestion that a government supervised strike vote be taken before a labor union can go on strike. This recommendation was almost unanimously criticized by trade union leaders at the time the message was delivered and in statements subsequent to introduction of amendments. General President Dave Beck presented through the general counsel of the International Brotherhood of Teamsters, J. Albert Woll, views on the amendment suggestions.

MAJORITY VOTE

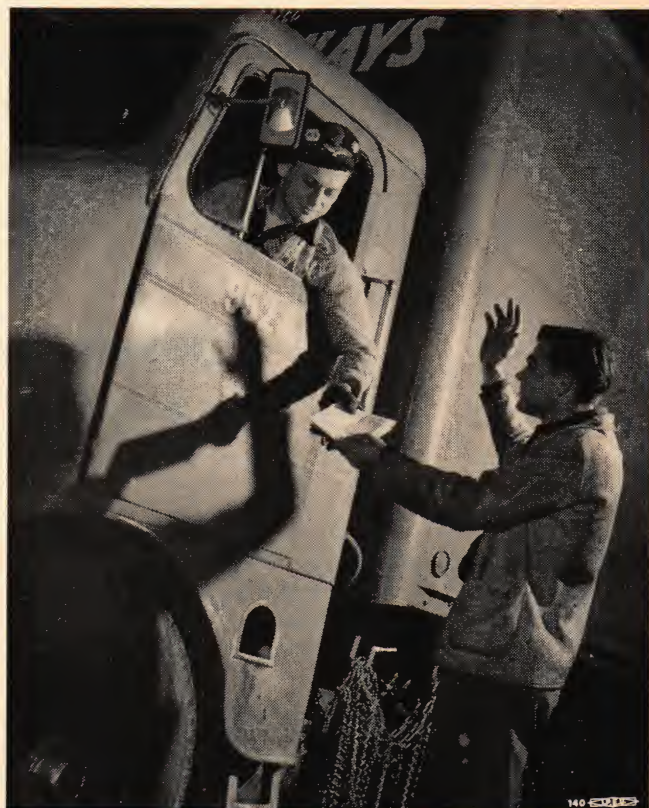
The strike-vote amendment caused considerable discussion in the committees. The House Committee by a vote of 16 to 8 adopted a recommendation providing that every strike, in order to retain its status as protected concerted activity, must be approved by a majority of the employees in the bargaining unit. Such a strike vote would be held in secret within ten days before a strike. The balloting would be supervised by a local government or state agen-

(Continued on page 12)



Memo to Mr. & Mrs. Taxpayer:

*Graphic Report from ACT Shows
How More Use of Trucks Can Save
Your Postal Service \$85 Million!*



HOW a full truck-mail program can save the taxpayers \$85 million a year was spelled out last month when the Independent Advisory Committee to the Trucking Industry made public the results of an extended special study of mail transportation by John M. Redding, former Assistant Postmaster General. Redding had been retained by ACT to make an economic, transportation and financial analysis of mail transportation with particular emphasis on ways and means of utilizing motor freight in mail hauling.

"FASTER MAIL FOR LESS MONEY"

The findings, conclusions and recommendations based on the Redding study were incorporated in a special

brochure, "Faster Mail for Less Money," which was released at a press conference by the chairmen of ACT—General President Dave Beck of the Teamsters; B. M. Seymour, president of Associated Transport, Inc.; Roy Fruehauf, president of the Fruehauf Trailer Company, and Walter F. Carey, chairman of the board of the American Trucking Associations. The 48-page brochure is illustrated with photographs drawings and charts pointing up the findings and conclusions made in the extended study by Mr. Redding.

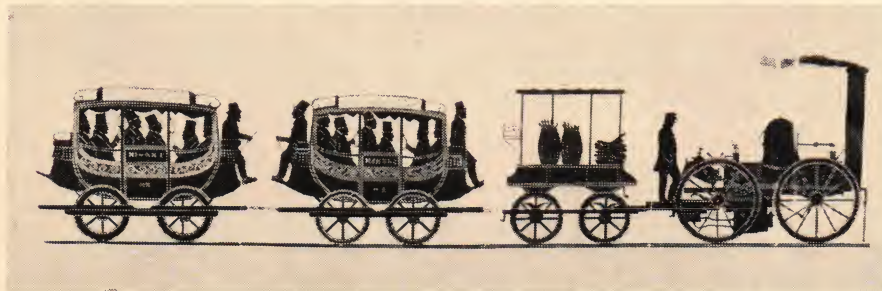
Newsmen representing press associations, newspapers, periodicals, radio and television were present at the press conference to receive the

special report released by ACT. Pointing up the work which had already been done in utilizing motor freight for mail hauling, the ACT representatives said that already an annual \$15 million volume of mail has been diverted from trains to trucks marking a current net annual savings of \$6 million. Surveys showed, the ACT said, that the total volume of mail within the 300-mile zone which can be diverted to trucks would amount to \$120 million with another \$80 million going to the Highway Post Office System.

FIRST TRUCKED MAIL IN 1951

The press conference and the release of the data from the Redding survey proved an education in mail transportation to the three dozen reporters present at last month's press conference. ACT spokesmen pointed out that Redding's assignment was to make an objective study of mail transportation. He had been Assistant Postmaster General in charge of the Department's Bureau of Transportation. Under his direction the first mail-truck program was initiated in 1951.

How the changing pattern of transportation has affected mail de-



A postal officer rode this inaugural train from Albany to Schenectady in 1831.

livery was spelled out in words, pictures and charts in "Faster Mail for Less Money." As an illustration it was pointed out that first-class mail goes from New York to San Francisco in 16 hours—across the continent—but to travel from Central Falls, R. I., to New York City, a distance of 189 miles, four days are required.

Observes the report, "While the airplane has cut long distance to a few hours' flying time, short-haul mail service has sunk to a level where it is often slower than it was in the Nineteenth Century. The explanation of this anomaly is that the mails still move mainly by railroad. Decade by decade, the railroads have been abandoning many of the short runs that used to form a closely knit network of postal delivery service. Makeshift substitutes and roundabout routes provide service so slow that, in some instances a stagecoach could beat it without raising a sweat on the horses."

TRIBUTE TO ERA

The report pays a tribute to the great era of rail service in the past, before the age of the motor car, truck and improved highways. The report points out, however, that there is an alarming trend of railroad curtailments. Since 1925, says the report the number of mail trains in service has shrunk from 19,000 to about 5,000.

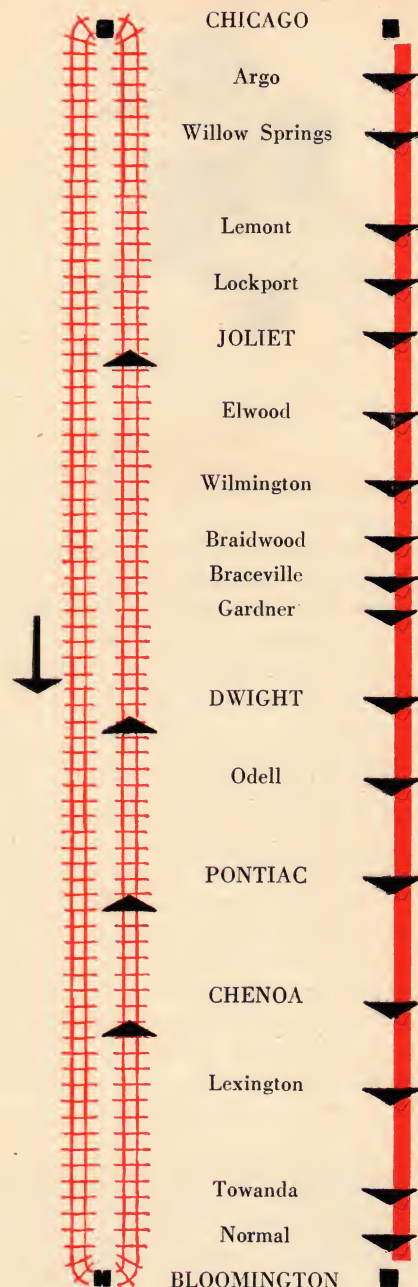
The first quarter century brought what is termed a "revolution" in the nation's transport economy and by 1925 the automobile had become a

major carrier for passengers, while the truck was displacing both the wagon and the railroad for local freight delivery. But as traffic dwindled, mail was still tied to the rails and "... on almost every route the mails stuck with the rails until the last train had run."

AWKWARD DELAYS

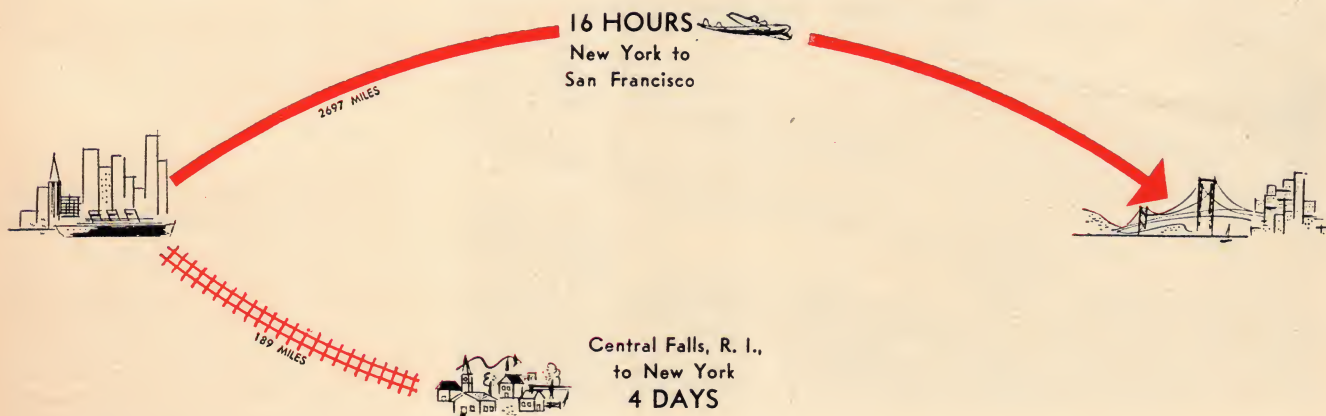
Much of the delay in mail, according to the findings of Redding, is due to the practice of clinging to awkward relays incident to railroad arrangements. Such arrangements require mail to be sent from point to point, usually by lines into a city and thence out again, often travelling many times the actual distance necessary to reach the ultimate destination. The carting of the mail from post office to depot at one end and from depot to post office at the other end makes for extra handling and delays whereas trucks can take the mail from post office to post office, eliminating extra handling as well as extra travel.

A travel chart of a piece of mail going 35 miles by the old-fashioned rail method and the newer method by truck is shown. Formerly the mail had travelled all day and over 217 miles to cover 35 miles, but when truck service was instituted the same distance was covered in a fraction of the time and a fraction of the distance. This example by the use of the Highway Post Office resulted in a \$99,000 savings yearly. Numerous cases of especially striking possibilities of time savings which either could or actually have been



Below: It takes 16 hours via air for service coast-to-coast but short-haul mail has slowed to point where "a stagecoach could beat it without raising a sweat on the horses."

By rail, mail went to Bloomington, was sent in reverse to interim stops. Via HPO speed and money-saving efficiency are obtained.



The Postal Service is a BIG BUSINESS—



53 billion pieces of mail



525,000 employees



1 billion miles of mail haul

inaugurated are set forth in the brochure.

The truck has not come of age as a medium of transportation, according to the Post Office Department. "In its piecemeal extension of truck service," says the report, "the Post Office Department has never exploited the over-all efficiency of mail-by-truck as compared with mail-by-rail. For one thing it has felt bound by a narrow interpretation of the Postmaster General's power to authorize the use of trucks. For another, the Post Office chiefs have been conscious of a strong influence wielded for a century by the railroads. In recent years, when they have been actively pushing a truck program, they have found their hands tied by legal complications and the need for proper facil-

ities, as well as by the weight of tradition."

How the inauguration of mail by truck is changing the picture of mail hauling was related in the special brochure. Increases in mail pay to the railroads as authorized by the Interstate Commerce Commission is resulting in pressure for truck hauling. The truck program in the Post Office Department between January, 1951, and November, 1952, according to the financial analysis made, resulted in a saving of one dollar for every two dollars spent on mail transport. Recent increases granted by the I.C.C. will increase Post Office transportation costs by \$35 million, says the report, or six times the savings gained so far by the trucking program.

The Redding report indicates six

ways in which truck service is an improvement over conventional hauling methods. The brochure quoting from the Redding report listed these as follows:

1. Faster service.

2. Economy in the use of mail space. On this point it is said that many rail cars often travel partly empty with the Post Office Department paying the rate for full car haulage while truck operators with smaller units are able to provide cheaper and more flexible transport.

3. Flexibility of trucking operations. It is pointed out that trucks can be rerouted and can skirt floods, fires, bridge washouts and other obstacles whereas rails are tied to their fixed routes.

4. Elimination of side service. Trucks provide door-to-door service and avoid extra hauling and handling.

5. Reduced handling. In addition to handling indicated above, trucks can reduce the many handlings en route from point to point where dropoffs are provided.

6. Reduced damage. Less handling and less wear and tear from being handled in mail chutes have reduced damage complaints sharply.

SAVE TIME

Schematic drawings show the two chief potentials for the use of the motor truck in mail transport. One is for hauls within a 300-mile zone. The short hauls indicated in the drawings eliminate expensive doubling back and time lost in rail re-tracing. The second potential offered, according to the report, is for the concentration and distribution of



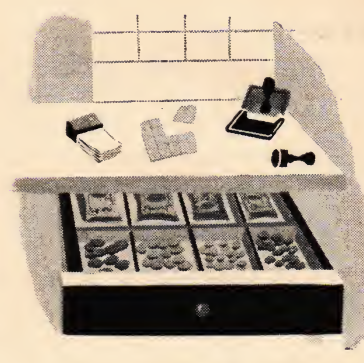
The new postal truck terminal at Birmingham, Ala.



3½ billion ton miles of mail transport



40,900 post offices



Revenue: Over \$2 billion

long-haul mail. Of particular importance would be the use of trucks in what is called an "all-up" air program. All long-distance first-class mail would go by air while bulk mail, parcels, magazines, etc., would continue by rail. In both cases the use of trucks would perform the same functions of concentration and distribution in speeding the transport service.

Inter-regional handling of mail likewise is charted in the faster mail brochure. A map showing delivery from New England to the Southeast by rail indicates eight handlings while the same area served by trucks would require two handlings.

Of especial interest to Teamsters is the discussion in the brochure,

based on Redding's studies, of some of the needs of a mail-truck program with particular reference to the use of personnel and equipment. Some of the savings, says the report, have come through uneconomic operation and at the expense of labor and highway safety.

"By depressed bids," says the report, "some truck operators have placed themselves under pressure to maintain operation by departing from general standards essential to safe and continued operation. On some routes a seven-day workweek is common with 12- and 14-hour days the rule. Such practices also competitively tend to eliminate responsible operators from bidding.

"In the interest of public safety,

continuity of operations and fair labor treatment, and to encourage the enlistment of responsible operators, the Post Office Department should award contracts under terms requiring operator compliance with generally accepted hours of service and safe and adequate standards of equipment."

PROGRAM OF THE INDEPENDENT ADVISORY COMMITTEE

1. The recognition by the Congress of the trucking industry as a prime hauler of U. S. mails on a par with other forms of transportation.

2. The establishment of standards by the Postmaster General governing the selection and retention of carriers, to be based in the public in-



GENERAL PRESIDENT DAVE BECK explains the economics of mail transportation at a press conference in Washington. At the table with the general president are (from left) John M. Redding, talking to B. M. Seymour, president of Associated Transport; President Beck and Walter F. Carey, chairman of the board, American Trucking Associations. With the ACT officials are Washington news, radio and magazine reporters.

terest on the bid method of setting rates for haulage.

3. The assurance that these standards will include a code of financial and moral responsibility to provide continuity of operations, and provision that employers must comply with the safety and insurance regulations promulgated by the Interstate Commerce Commission, including:

Assurance that only qualified drivers be utilized. Such factors as experience, and accident and health records, should be taken into consideration.

Assurance that, in the interest of safety, drivers will not be allowed to work more than the maximum hours provided by the Interstate Commerce Commission.

Assurance that all contractors carrying the mail will meet precise specifications providing for adequate and appropriate equipment.

Assurance that contractors moving the mail will carry public liability and property damage insurance, at least to the extent required by State and I.C.C. regulations.

Annual
Savings
Possible
\$85
MILLION

Current
Annual
Savings
\$6
MILLION



Who Will Tan Labor's Hide?

(Continued from page 7)

cy selected by the Federal Mediation and Conciliation Service—which incidentally would pay the vote bill.

The House recommendation for adding a strike-vote provision is a long and detailed one. Agreement in the Senate Committee could not be reached on terms of a strike-vote proposal. It is forecast by the committee that a strike-vote amendment will be offered during floor debate on Taft-Hartley changes. Senator H. Alexander Smith (Rep., N. J.), committee chairman, is said to favor a proposal providing for pre-strike authorization but would allow unions to conduct the elections in accordance with certain rules set forth in advance.

Another provision which has caused wide repercussions in the labor movement is the one directed toward depriving the National Labor Relations Board of jurisdiction of unfair labor practices and transfer of this jurisdiction to the Federal

courts. Labor has objected to this on several grounds, not the least of which is the fact that organized labor would be penalized through heavy court costs and long delays in battling through the judicial system its contentions. Industry, by and large, is much more able to stand high court costs and long delays than is organized labor, it has been pointed out.

The proposal for changing jurisdiction would also make it impossible to reach informal settlement in labor disputes cases as they go through the administrative processes of the Board. To date this informal disposition of cases is said to represent well over 75 per cent of the volume.

The House Committee in its deliberation had some discussion of the injunction process and some efforts were made to delete all references to injunctions, but this proposal was defeated 20 to 7. The committee did write into its recommendation the provision that notice and an opportunity of hearing shall be given in advance of all injunctions issued under the act.

A major problem which is emerging from the consideration of Taft-Hartley concerns the area of jurisdiction over labor relations: will the states have more authority or will the Federal Government pre-empt authority in this field? This question is one of the most vital in the entire field of labor relations. The present political trend in the nation is now to direct more and more authority to the states and less and less to Federal jurisdiction. This is resulting in giving extraordinary power to state governments in labor affairs.

To date 15 states have passed so-called "right-to-work" laws and other states have restrictions on labor. Mississippi recently became the fifteenth state to enact such a law. Coupled with the trend toward centering as much authority as possible in the state is the changing attitude of the National Labor Relations Board. The Board is declining to take jurisdiction in cases which it feels should be handled by the state. Action of the Board can in effect achieve the same result as legislative action.

Those seeking to have broad powers either delegated to the states by specific legislation or abrogated to the states by regulatory action can scarcely have the best interests of organized labor in mind. Labor realizes that it is more difficult to achieve a fair hearing and to obtain complete justice at the state level than at the Federal level. This question of Federal-state jurisdiction remains one of the most vexing and at the same time one of the most vital in the entire discussion of labor relations.

A further factor in the Taft-Hartley revision fight will become evident in the immediate future. This is a political year and undoubtedly some efforts will be made by the enemies of labor to make a record which will appeal to the conservative and reactionary elements of their constituencies. Many Congressmen and some Senators doubtless feel that the majority of their voters favor a tough attitude against labor. And these particular groups will be in the debates in Congress on the side of the anti-labor interests right down the line.

*AFL Called Upon for Redress of
Long-Standing Jurisdictional
Dispute with Railway Clerks*

BECK FILES PROTEST ON EXPRESS DRIVERS

EFFORTS to resolve the long-standing jurisdictional dispute between the International Brotherhood of Teamsters and the Brotherhood of Railway Clerks over Railway Express Agency drivers were brought into sharp focus last month when General President Dave Beck of the Teamsters filed a strong protest with President George Meany of the American Federation of Labor. President Beck's protest to the AFL drew attention to decisions which had been made by the Federation on the jurisdictional problem and urged a redress of the continuing violation which has been carried on for several years by the clerks.

The Railway Express Agency problem goes back several years and represents efforts on the part of the Teamsters to secure jurisdictional rights accorded to them by the AFL Executive Council.

PETITION FILED

One of the factors which has intensified the differences between the two unions is the fact that President George M. Harrison of the Clerks has filed a petition with the National Mediation Board requesting a system-wide election among all vehicle employees of the Railway Express Agency. The Teamsters regard this action as a complete abrogation of the so-called Scope Agreement signed by the two unions June 10, 1937.

As a result of this latest action by the Clerks the Teamsters now maintain that they have no alternative but to ask the American Federation of Labor to enforce in its entirety

the decision of the 1924 Federation Convention. This decision directed the Brotherhood of Railway Clerks to relinquish jurisdiction over all Railway Express Agency employees who perform the function of drivers, chauffeurs and helpers and transfer them to the Teamsters. (The term "helpers" was used to include all employees who load and unload wagons and trucks.)

Efforts made by General President Beck to return to the International Brotherhood of Teamsters the employees properly within the jurisdiction of this organization recalls the long-standing differences between the two unions going back more than 30 years. The dispute over employees was taken to the floor of the AFL convention in 1924 and at that time the Federation by action of the delegates instructed and directed the Clerks to disassociate from its membership the employees properly under the jurisdiction of the Teamsters and to transfer same to the Teamsters Union. Failure to follow such instruction by the Railway Clerks resulted in their suspension from the American Federation of Labor at the 1925 AFL Convention.

JURISDICTION RECOGNIZED

In 1928 the Clerks were readmitted to the Federation, but *without* effectuating the 1925 convention decision. The International Brotherhood of Teamsters brought the jurisdictional matter to the floor of the 1929 AFL Convention. At that time President Harrison of the Clerks gave oral recognition of the

jurisdiction of the Teamsters, but requested time to overcome what was described as a "practical problem."

Through the years efforts were made to reach an amicable and satisfactory settlement between the Clerks and Teamsters, but these failed. On June 10, 1937, the Clerks, Teamsters and Railway Express Agency worked out the so-called "Scope Agreement" with the settlement of jurisdiction as follows:

The Teamsters shall have jurisdiction over "chauffeurs, helpers, stablemen and garagemen now represented by the International Brotherhood of Teamsters, Chauffeurs, Stablemen & Helpers of America in the following cities: Cincinnati, Ohio; Cleveland, Ohio; Philadelphia, Pa.; St. Louis, Mo.; San Francisco, Calif.; Chicago, Ill., and in any other city in which the majority of chauffeurs, helpers, stablemen and garagemen may hold membership in the International Brotherhood of Teamsters, Chauffeurs, Stablemen & Helpers of America."

QUESTION RAISED

This agreement in the long dispute worked out satisfactorily until the right of the Teamsters to represent the vehicle employees in other cities where they had a majority of the membership was raised. The Railway Clerks refused to relinquish their bargaining rights and then resorted to a final and definite repudiation of the Agreement of 1937 by seeking recourse to the offices of the National Mediation Board with a request for a country-wide election.

General President Beck has indicated that he has no intention of permitting the Clerks' attempted usurpation of Teamsters jurisdiction by a direct violation of the 1937 agreement to be successful. He has so notified President Harrison of the Clerks. Moreover the Teamster general president has assured the 5,000 employees of the Railway Express Agency who presently are members of the Teamsters' Union that the full strength of the International Brotherhood of Teamsters will be utilized in what is regarded as an unwarranted and calamitous attack on rightful jurisdiction.

From LOS ANGELES

to LAS VEGAS

with

JC 42



TO start any kind of a story on California, especially one involving organized labor, it should be said at the outset that there are two Californias. They might be likened to separate solar systems revolving around the northern and southern suns of San Francisco and Los Angeles.

The history of labor in these two sections of the Golden State is utterly different. San Francisco became a tightly organized area when it was still in swaddling clothes. It had its first strike in 1849, when the carpenters walked out in support of a demand for \$16 a day.

In that year, when the Argonauts were still pouring into northern California in search of gold, Los Angeles was little more than a collection of

adobe huts squatting beside the dry wash that is the Los Angeles River. The only thing that an Angeleno of those days might recognize about the town today is the river, which is still a dry wash. Everything else would make his eyes bug out. For this truly has been the land of the Great Boom—an industrial and scenic wonderland without parallel on earth.

The boys whose business it is to lure tourists and tourists' dollars to Los Angeles pull out all the stops in their advertising copy. In a brochure, one writes that "this loosely knit colossus is stepping upon the heels of the nation's principal cities in the fields of both agriculture and industry. Situated in the richest agricultural county in the United States,

it still produces more oil-well equipment and tools than any other city . . . builds more rubber tires than all others except Akron . . . assembled more automobiles before the war than any city save Detroit . . . boasts 33 manufacturing industries, nine of them rated 'predominant' . . . produced three-fourths of all our aircraft during the war . . . is rated first in the production of motion pictures in the United States, third in petroleum refining and food processing, fourth in manufacturing of apparel and of furniture and wood production . . . and, together with other cities on the coast, is fast becoming a dominant fashion center for the entire world. . . ." Get the idea?

For many years, up until the

Brinks' armored car drivers, members of 396, make pickup at AFL Union Industries Show. From left: L. Boudreau, J. Mabray and P. Young.



CONSTRUCTION proceeds on the Hollywood Freeway, one of the many magnificent arterials built and still building in Los Angeles. View at top of page, showing City Hall at left, illustrates system's intricacy.





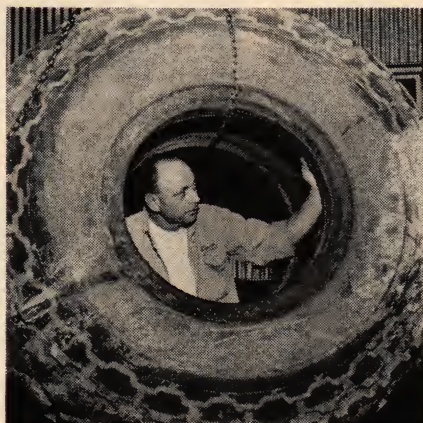
THIS IS A Long Beach advertising stunt. Teamo Ralph Ballantine drives this pony rig to advertise the services of a dry cleaning firm.



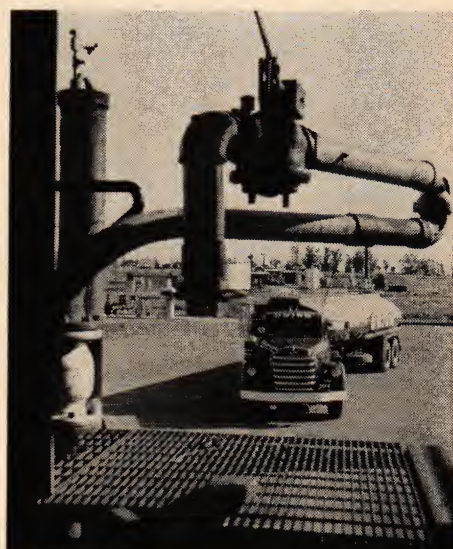
SCENE OF THE Long Beach pier area, with cotton from Arizona shown in the foreground. About 70 per cent of all tonnage carried to and from the terminals at the Port of Los Angeles is handled by trucks, recent study showed.



AT MILK DRIVE-IN, Clark Sheets of Local 737, Dairy Employees, gives Teamo service.



LONG BEACH tire recapping plant is scene of this shot of Glen Carlson, Local No. 88, Automotive Employees.



A UNION OIL driver, John Howe, of Local 248, Petroleum Drivers, swings under platform to take on new load.

BELOW: The comedy team of Martin and Lewis, making film in San Fernando Valley, are passengers of Paul Griffith, Local 399, Studio Transportation Drivers.



TERRY MOORE, Local 403, employee of the Teamster Security Office, tells Earl Lacy, Local 495, how to file a claim.

SCREEN STAR William Holden (right), who just won Hollywood "Oscar," is shown with his milkman, Charles J. Miadich, Local 441. Charlie delivers milk daily to the Holden family's home in swanky Toluca Lake area.





JOINT COUNCIL 42 OFFICIALS

Top row, from left: Jack Poteet, trustee; C. W. Chapman, representative; Stewart Mason, trustee. Center row, from left: John M. Annand, president; John E. Kennard, treasurer; Ralph H. Clare, recording secretary. Bottom row, from left: Paul D. Jones, co-ordinator; John G. Marshall, trustee; Ted Merrill, vice president.

mid 1930's, Los Angeles was the last frontier of the open shop. From the turn of the century, the Merchants and Manufacturers' Association of Los Angeles laid down tough labor policies for virtually all industrialists and businessmen. While anti-unionism is far from dead today in Southern California, the old open shop policy has been largely rubbed out.

Teamster organization, almost negligible in L. A. (as everyone calls it for brevity's sake) before World War I, and still inconsequential in the 20's and early 30's, today is a vital factor in the civic and industrial life of the entire Southland. This brings us up to the story of Joint Council 42 with its 48 local unions, in whose rosters appear the names of more than 100,000 Teamster men and women.

For a fast fill-in on how Team-

ster organization in Southern California reached the status it has today, we can visit for a moment with John M. (Jack) Annand, International organizer, and president of Joint Council 42.

Jack Annand was born in England, joined the Teamsters in Pocatello, Idaho in 1919 and moved to L. A. in 1920. He became active in the movement in 1937 as an organizer for the Bakery Drivers, Local 276, later holding the president's and secretary's offices. Named an International organizer in 1947, he became president of Joint Council 42 when Einar Mohn went to Washington, D. C. as the International President's executive assistant.

"Down here our organization owes everything it has to the organization north of us," Jack said, leaning back in his chair at Joint Council headquarters at 846 So.

UNITED PARCEL Service lot is scene as Frank Matula, secretary of Local 396 (left), has talk with Joe Denhart, supervisor, and Benny Spitzer, driver.



SIGN on Joint Council headquarters at 846 S. Union Avenue gets message across 24 hours, boosts safety.



THE SWALLOWS had returned to Mission San Juan Capistrano, south of Los Angeles on road to San Diego, when photo was made.

Union Street, a building which also houses 29 of the Los Angeles Teamster locals. "It was Dave Beck's decision to send money and men down here in the 1930's to do the organizing that got the ball rolling, and kept it rolling. And I might add that the labor movement here has also been built on mutual cooperation among all unions. We've assisted other unions and been assisted by them."

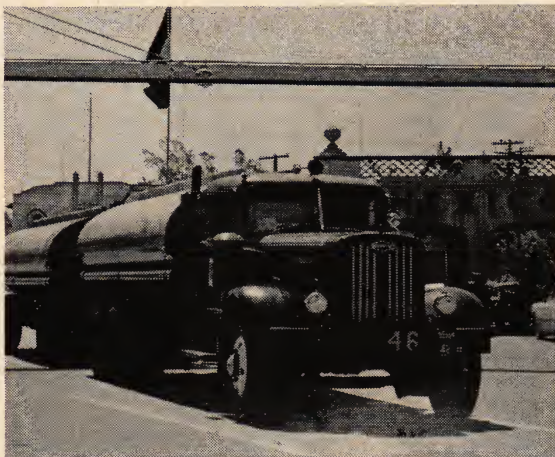
The late Harry Dale was the first Teamster general organizer to serve in Los Angeles. Following his death in 1939, Einar Mohn was assigned to the post and filled it until 1946 when he opened the International Office in San Francisco. These names, along with those of Frank Brewster and Jack Annand, will be indelibly associated with any study of the labor movement in Southern California.

The growth of Joint Council 42

LOOKING OVER voting records of legislators in J. C. headquarters is Hermine Kennedy, business agent, Local 547.



AN OIL TANKER driven by Robert L. Thurman, Local 542, San Diego, crosses international boundary at Tijuana after making run to Ensenada, Mexico.



can be told in a sentence. It was chartered September 16, 1933, had 21,000 members in 1941, and stands above 100,000 today.

Besides showing Teamster growth, these figures also reflect, of course, the amazing general population growth of L. A. and the entire Southland. If you wanted to lay a bet in L. A. that the city won't be the world's largest in 10 or 15 years, you'd find half the residents willing to cover it. The last estimate put the L. A. population at 2,082,271, and the county population at nearly 5,000,000.

The area served by Joint Council 42 is both vast and varied. On the coast it reaches north to Santa Maria, about one-third the distance to San Francisco; east, it extends to Bakersfield and the Colorado River and the Arizona border; south, its boundary is the U. S.-Mexico border.

Temptation is strong, in writing about the work of Teamsters in Joint Council 42, to deal with the unusual, the exotic, and the glamorous. You can run over in no time at all on an excellent freeway to a motion picture on-location scene in the San Fernando Valley, and find studio transportation



Eugene Pilcher and Frank Morse, Local 196, load 21" TV set at the United Parcel warehouse in Los Angeles.



Before entering U. S. Naval Training Station, San Diego, Driver Norman Lewis has pass checked.

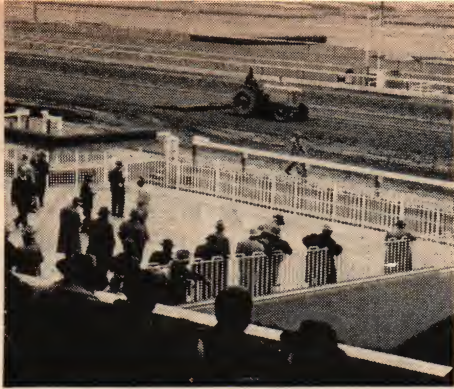


On Route 91 to Las Vegas from Barstow, a driver stops to help another driver whose truck blew a tire. Two men at scene of action are C. V. Voth, Local 248, Los Angeles, and W. D. Gartin, Bakersfield.



HYDROCHLORIC ACID is discharged at Stauffer plant, portion of basic magnesium plant erected by U. S. in Nevada desert near Las Vegas during World War II.

LEFT: Gypsum rock from a Nevada mine is dumped to conveyor belt that carries rock to flat cars. The driver is Ivan Reidhead, Local 631, Las Vegas.



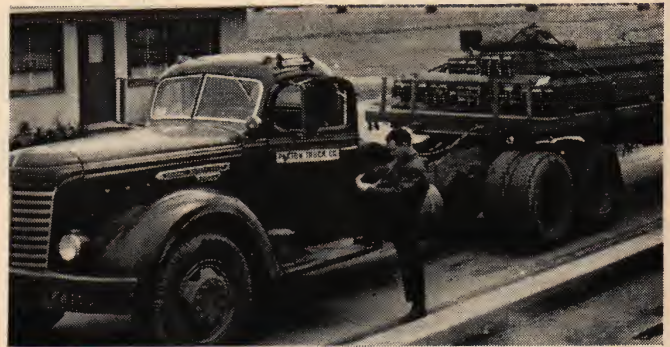
AT WORLD FAMOUS Santa Anita, members of Local 495 smooth down the track after the bangtails run their thrilling races.



AT THE GOLDEN NUGGET, Las Vegas gambling casino, Driver Martin Kolkowski, Local 631, makes pick up that is—no pun intended—going to cleaners.



ABOVE: At the California Fruit Growers Exchange, San Bernardino, Minnie Stanford, Local 952, regulates flow of oranges to grading machines.



WEIGHING platform at Henry Kaiser steel plant, Fontana, is scene as Roscoe King, Local 224, checks load of nearly 22 tons.



RIGHT: G. R. Lewis and Ben Slagle, Local 952, dump big loads of golden fruit into hoppers at San Bernardino plant.

BELOW: At Certified Grocers frozen food locker, Los Angeles, Albert Galisky and Revis Chapman, Local 942, stencil load that is ready for shipping to grocers' food lockers.



drivers, members of Local 399, working there with names that spell box-office all over the country (Martin and Lewis on this particular trip).

You can take a fast run down to San Diego (stopping at Mission San Juan Capistrano for a fast picture) with C. W. "Chick" Chapman, Joint Council Representative, and see Teamos crossing the International boundary at Tijuana with tanker rigs.

You can head east, then, on Route 66 to the desert country and,

atop Cajon Pass, which the early Mormon settlers passed through, see the big diesels laboring to gain the top, with their black exhaust wisping off into the distance.

You can pass through Barstow, one of the hottest places on earth (though the natives say it's a dry heat and you don't really feel it) and point on Route 66 to Las Vegas, and try not to appear surprised when that fabulous town comes into view, in glittering neon at sunset. Local 631, Las Vegas, has 1,600 members, and to them

the place is not fabulous but just a good place to work. You can listen while Bill Carter, secretary of Local 631, tells of the campaign that is now being planned in an effort to repeal Nevada's "right-to-work" bill that squeaked onto the books in a photo finish at the last election. (The Western Conference of Teamsters has pledged \$10,000 to this fight.)

You can stand across the street from the Golden Nugget gambling casino at 1 a. m. and grab a photo of a Teamo cabbie picking up a

patron who dropped a few hundred, or ——— it's possible ——— picked up a few hundred. (You could get the same shot at 3, 4, 5, or 6 a. m., for the spots never close.)

Then you can drop over to Hoover Dam, the eastern boundary of Joint Council 42, and marvel at the ingenuity of man while contemplating the massive pile of concrete. That other marvel, the atomic bomb, is found only 78 miles from Las Vegas at the Yucca Flat testing site, where plenty of 631's members are employed.

Heading west again, you climb the mountains and drop down onto the flat plain and the citrus groves, pause at San Bernardino, at Henry Kaiser's Fontana steel plant for pictures, at Santa Anita to see a harness race and Teamos grading the track after the bangtails run. Then it's back to L. A. with "Chick" Chapman, who has just put another 700 miles to the 50,000 he drives annually on Joint Council business.



Raymond Leheney is director of public relations for Joint Council 42, and secretary of AFL's Union Label Trades Department.

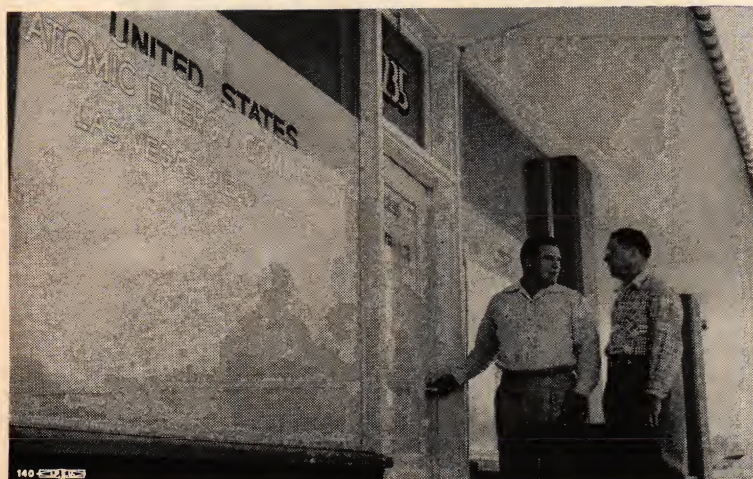
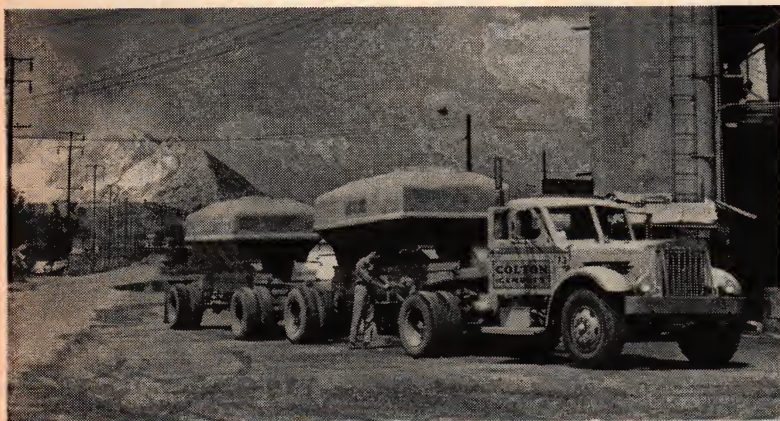
En route, you have met many first-class men who ably represent Teamsters in their jurisdictions. Men like Ralph Clare, recording secretary of Joint Council 42 and secretary of the Studio Transportation Drivers, Local 399, who arrived in Hollywood in 1921 and broke in-

to pictures as a stunt man in the silent days; Jack Poteet, Council trustee and secretary of Local 542, San Diego. (Jack was driving a truck in Long Beach one day in 1933 when an earthquake hit. "I thought the steering knuckle had busted.") And Ted Merrill, Council vice president and secretary of Local 692, Long Beach; and Stewart Mason, Council trustee and president of Local 467, San Bernardino; and Paul D. Jones, Council co-ordinator.

Other well-known figures associated with Joint Council 42 are Thomas L. Pitts, president of the California State Federation of Labor, secretary of Local 848, Wholesale Delivery Drivers and Salesmen and Raymond F. Leheney, Joint Council director of Public Relations, and Secretary of the Union Label Trades Department of the American Federation of Labor, sponsors of the big Union Industries Show held this year at the Pan-Pacific Auditorium in Los Angeles. Tommy

AT CEMENT PLANT near San Bernardino, Bill Smart, Local 467, carries 22 tons to plant making reinforced concrete pipe. Partly demolished hill from which cement is taken is shown.

SHIPPING department of Certified Grocers, Los Angeles. From left, all members of Local 848, are: Raymond Siders, driver; Chas. Taylor, driver; Roy Heald, foreman, and Jim Weeks, driver.



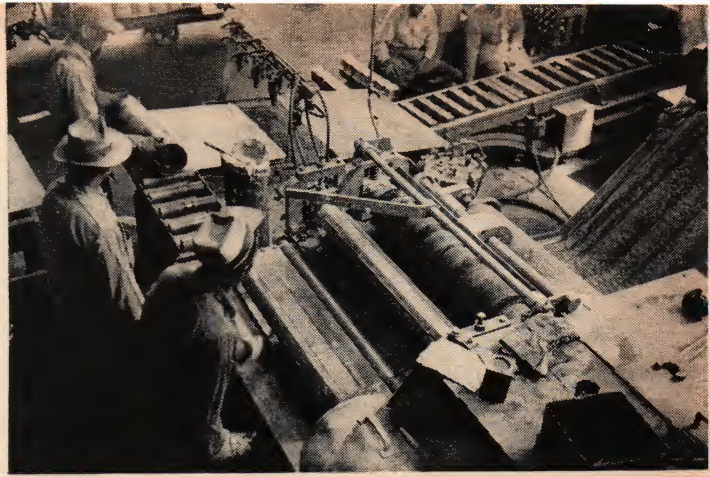
LEFT: At Atomic Energy Commission's Yucca Flat test site, Local 631, Las Vegas, has many members employed. Here, Bill Carter, secretary; Johnny Newman, business agent, enter Las Vegas field office to discuss problems.

BELOW: In Smart & Final—Iris Co. warehouse, Los Angeles, President J. N. Peterson (left) and Chairman Arthur Lutz (right) have chat with Sam Becker, charter member of Local Union 595.





THIS SHOT was made at 7 a. m. in the Los Angeles Wholesale Produce Market, where Local 630 has 1500 members employed. Second from left is George Komatsu, salesman from W. Fay Co. Virgil Chapman, business agent, has back to camera.



PIONEER Division of the Flintkote Co., manufacturers of roofing material and allied products, employs members of Local 598. Three men packaging paper at end of line are Exo McKinney, Mike Candelara and Millard Lacy.

Pitts is a former president of Joint Council 42.

A 700-mile swing around Joint Council 42 territory, however, only scratches the surface. Thus the pictures which accompany this story do not do full justice to Teamster activity. Many large and interesting activities had to be bypassed, or not even approached, and the INTERNATIONAL TEAMSTER herewith extends its apologies to all those locals and members whose activities are not here depicted or written about.

The Los Angeles Joint Council board meets on the first Friday of every month, and meetings of business agents and secretaries are scheduled for the second and fourth Tuesdays. "It gives us an opportunity to coordinate our work and get to know one another's problems," Jack Annand says.

At the Teamster Security office on 9th Street, a block away from Joint Council Headquarters, records are kept on approximately 60,000 members covered under 13 different health and welfare plans. Girls employed in the office are members of Local 403.

Trucking in Los Angeles is a major industry. It is worth record-

ing that approximately 70 per cent of all tonnage carried to and from the terminals at the Port of Los Angeles is handled by trucks. Only 20 years ago trains predominated.

Los Angeles also has its problems, two of which are water and smog. To continue to grow she must tap new sources of water. The smog is the price the city pays for her rapid industrial growth.

However, it is hard not to be bullish about L. A. after staying in town only a few days. Sharing

the general optimism about the city's future and continued Teamster growth is Joint Council President Jack Annand. Asked if he cared to predict the potential of Teamster membership in Southern California, he thought carefully and, with some qualifications, put forth a figure of 200,000—approximately double that of today.

Since Jack Annand is a sage head, not given to talking through his hat, his estimate can be accepted as reasonable.



IN THE Flintkote Co. Los Angeles plant, Aiea Figueroa, Local 598, (foreground) operates semi-automatic wrapper for boxes.



Warren Grace, Local 578, driver for Douglas Aircraft, at the Douglas Santa Monica plant with a brand-new DC-7 shown behind.

Southern Conference Meeting Scheduled

Final plans for the 1954 meetings of the Southern Conference of Teamsters have been announced by Murray W. "Dusty" Miller, chairman and director. The general sessions of the conference will be held May 5 at the Buena Vista Hotel and the trade division meetings at the White House Hotel in Biloxi, Miss. Present plans call for the conference to begin May 5 and close May 11.

Speakers at the meetings will include union officials and members of outside organizations. General President Dave Beck and Vice President James R. Hoffa will speak at the opening session May 5 and Harold Gibbons, acting director of the National Warehouse Trade Division, will address the Shipbuilding and Warehouse Trade Division May 8.

The Right Reverend L. J. Twomey, widely known cleric of the South, will be the principal speaker at the opening session May 5 and Jack Cole, president of the American Trucking Associations, will speak before the all-day meeting of the Motor Freight Division which has an all-day's session scheduled.

Of interest also will be a session of the attorneys from local unions and joint councils. The attorneys will meet all day May 6 and 7 and will be prepared to report to the general session May 10. Southern Conference attorneys will be joined by Dave Previant of Milwaukee in the discussion of legal problems confronting Teamsters in the South.

TIME: May 5-11, 1954

PLACE: The White House Hotel, Biloxi, Miss.

WEDNESDAY, MAY 5

Morning—10 a. m. to 12 noon

General Session of All Trade Divisions:

The Rt. Rev. L. J. Twomey, speaker.

Afternoon—2 p. m. to 5 p. m.

General Session of All Trade Divisions:

General President Dave Beck and Vice President James R. Hoffa, speakers.

Meetings of the General Sessions will be held at the Buena Vista Hotel; all other sessions at the White House.

THURSDAY, MAY 6

All Day—9 a. m. to 12 noon and 1 p. m. to 5 p. m.—Motor Freight Divisions.

Jack Cole, president of the American Trucking Associations, speaker.

Evening—7 p. m.—Dinner honoring General President Dave Beck. He will address the delegates and guests.

FRIDAY, MAY 7

Morning—9 a. m. to 12 noon

Building Trades Division.

Afternoon—1 p. m. to 5 p. m.

Sales Division.

SATURDAY, MAY 8

Morning—9 a. m. to 12 noon

**Shipbuilding and Warehouse Division:
Harold Gibbons, Acting Director, National Warehouse Division, speaker.**

SUNDAY, MAY 9

Conference in recess all day.

MONDAY, MAY 10

Morning—9 a. m. to 12 noon

Automotive Division.

Afternoon—1 p. m. to 5 p. m.

**General Session with Attorneys.
Reports and Discussion.**

TUESDAY, MAY 11

Final Session—9 a. m. until conclusion.

EDITORIALS

The Redding Report

In this issue of THE INTERNATIONAL TEAMSTER are reproduced a number of illustrations from the publication "Faster Mail for Less Money." This publication is an illustrated brochure based on the detailed analysis made by John M. Redding for the Independent Advisory Committee to the Trucking Industry.

The Redding report is made in great detail and makes a searching analysis of the problem of trucking the mail. Mr. Redding in his study indicated the extent to which citizens are being deprived of proper mail service through adherence to old-fashioned and conventional means of mail hauling. The record of discontinuance of trains is one which should startle those unfamiliar with the decline of mail service on the railroads.

How motor transport can improve mail service while at the same time save the taxpayers millions and millions of dollars is convincingly pointed out in the Redding study.

The Independent Advisory Committee has made a great contribution to public understanding of the mail hauling problem through retention of the services of Mr. Redding. We sincerely hope that the facts and figures on this situation will be pondered earnestly by Congress. If our legislators are looking for ways of saving money while at the same time improving service to the citizens, we would heartily commend increased attention to mail transport by truck.

Taft-Hartley—1954 Version

The reports of the Senate and House Committees are in or will be shortly and ready for consideration by Congress. These reports are based on recommendations made by President Eisenhower to Congress last January. Since the President's message the committees have been considering the Taft-Hartley revision question.

In 1953 millions of words of testimony were taken by the House and Senate committees and to these millions an extensive additional volume was presented this winter. If the committees had difficulty in arriving at recommendations, it cannot be due to the lack of recommendations from various sources.

Labor will be disappointed in most of the recommendations from the committees. Union leaders presented persuasive evidence to Congress showing that Taft-Hartley is adverse not only to labor's interest but to the welfare of the country also. This evidence apparently received scant consideration—far less consideration than one would have thought likely in an election year.

The next round in the Taft-Hartley fight will occur on the floor of each house. The friends of labor will be alert to the dangers and booby-traps in both the

law and the amendments. Labor's friends will be working diligently for justice in the great debate on the labor law. These friends should be remembered in November when it is time to vote. Labor would do well to remind itself of Gompers doctrine: reward your friends and penalize your enemies. Labor has friends at work in Congress and it likewise has plenty of enemies—who should also be remembered in November.

In the meantime, our friends in Congress should be encouraged through letters and messages of support. We should let them know that they are appreciated and do not fight a lone battle—they have labor behind them. And we should also remind our Congressman if he is unfriendly that we are keeping an eye on his record with regard to his action on labor legislation. He should be told that labor will remember in November.

An Increasing Share

The United States Government is giving recognition to the importance of motor transport in the hauling of goods and freight. Figures have been compiled which indicate that the motor transport's share of hauling in the Federal Government in two years has increased from 15 per cent to 39 per cent.

These figures are somewhat startling to the average citizen, but to traffic experts who understand the many advantages of such a flexible medium as trucking they come as no surprise. The only surprise would appear to be: why haven't motor trucks won more and more of a share long before now?

Trucking is the modern way for handling goods. By saying this we are not saying that other forms of transportation are outmoded—far from it. We believe that there is plenty of room in the American economy for all forms of transportation. We do like to see—and we shall insist—that the motor truck receives the consideration to which it is entitled on the basis of the service, convenience and economy it provides.

The campaign to win a greater and greater share of public work—state as well as Federal—is an unending task, but one which labor and management both in the trucking industry should dictate no small portion of their time and efforts. It is encouraging to note the increase in two years—let us hope the increase continues!

Shortsighted Economy

We are getting into the vacation season during which millions of citizens will be on wheels travelling to various parts of the country. Among the chief points of interest for vacationers are the national parks. These parks have proved topflight attractions to vacationers,

Organizing Drive Launched in the West

The International Brotherhood of Teamsters, in conjunction with the Western Conference of Teamsters, is launching an organizing campaign on a five-year basis, effective immediately.

Vice President Frank Brewster and the Western Conference of Teamsters Policy Committee—of which the provinces of Alberta and British Columbia are a part—will handle all details and other organizing procedure. The campaign in Canada will be under the direction of Harry Bonnell.

Monies will be appropriated on a matching basis to guarantee full, complete and continuing organizing

procedure. All funds and financial procedures will be conducted through the Western Conference banking depository in Canada.

Bonnell, who is secretary of Local 213, Vancouver, will be clothed with full authority to represent the International Brotherhood of Teamsters in western Canada, subject only to immediate authority of Vice President Brewster and International President Dave Beck.

Further details on the organizing campaign will be reported in the next issue of THE INTERNATIONAL TEAMSTER.

especially to families who take their annual vacation by motor car.

The volume of tourists visiting our national parks is growing by the year, but unfortunately we are not doing a good job of upkeep and maintenance of our park system. In the name of economy the present administration has reduced the funds for parks to a point far lower than they should be. So this year vacationers at Yellowstone and other famous points of interest will see that we are trying to maintain a great system of parks on a starvation budget.

The parks are a rich heritage and belong to all the people. They provide interesting, healthful and educational areas for visiting and recreation. We cannot expect our great system to fulfill its full potentiality to the people when the budget for maintenance, rangers, naturalists, guides, etc., is seriously cut. The economies effected are not great and the results prove that such economy is extremely shortsighted and a penalty which is inflicted on all who wish to enjoy the national parks.

Three-fold Benefits

Congress has enacted what amounts to a billion dollar road bill. This measure providing for some \$960 million in highway aid from Federal funds is the largest sum in history to be authorized by Congress for highway assistance.

The new measure invites attention and evaluation on at least three major fronts: economic, engineering and research. On the economic front the new road measure offers great potentialities for providing employment at times and in places providing real assistance in the job situation. The International Brotherhood of Teamsters has strongly supported a good roads program through the years and at the present time when useful public works projects are needed, roads offer exceptional opportunities for work and for adding to the great physical assets of the country.

THE INTERNATIONAL TEAMSTER has often called attention to the fact that our road system is too largely a relic of the horse and buggy age and not entirely

adapted to the age of motor transport. This new highway bill should help remedy this status to some extent. At least many of the improvements which will come from the bill are long overdue.

As part of this measure we find interesting potentialities for highway surveys and research. There is considerable that we either don't know or many pieces of information which lie in chaotic and disconnected array in the highway research field. Under this bill, authorization is given to make studies which will bring some sense of order from this situation. Construction, reconstruction, modernization, development, design, maintenance, safety, finance and traffic conditions are all included in the broad authorization of research. We hope that real net gains in the much needed field of highway research will result from this third phase of the new highway bill.

It's No Gag

Some newspaper wag recently dryly observed in commenting on the tremendous implications of the hydrogen bomb, "Do you remember when it was considered funny if anyone talked about the end of the world?"

Some of the terrifying implications of the H-bomb do not make talking about the end of the world quite so funny as those observations were in the pre-atomic era. We are not saying that the H-bomb can cause the end of the world, but the results of recent explosions have been pretty frightening to the world in general and to many of the scientists in particular.

The chairman of the Atomic Energy Commission came up with an observation which we hope will be taken to heart by the nations of the world. He said that the terrible results of the hydrogen bomb should hasten the advances in the bomb's use on the peacetime front. In other words, the terrible things which can be done with the H-bomb as a weapon should startle mankind into turning more and more to harnessing the atom for peace instead of war.

In the meantime, we are finding that talking about the end of the world is certainly no gag these days.



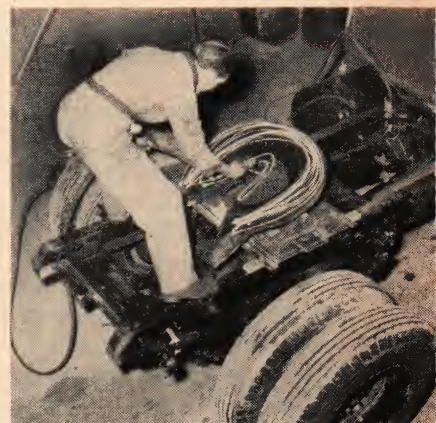
1 Modern-day Teamsters operating on the old-time Pony Express principle of changing riders en route start a load of new cars to California from Detroit. Here Lloyd Meyers is at the wheel as cars are loaded.

Pony Express

ON WHEELS



4 A warm welcome from his daughter Peggy Anne and his wife greets Jacobson as he steers into the terminal yard at Denver, Colorado, in completing his stint of the "pony express" trek across the western states. He had been away on this trip for five days.



5 Not only riders, but "horses," too, are changed at Denver. A big powerful diesel tractor is hooked to the auto transporter, for mountain grades lie ahead. Here a maintenance Teamster greases fifth wheel.



2 Five hundred miles from a Cedar Rapids terminal, Lloyd drives through light snow on the Edsel Ford Expressway as he begins trip with four cars to California.

3 Nebraska prohibits more than maximum number of gallons to be "imported" so Teamster Wayne Jacobson, who relieved Meyers in Cedar Rapids, must pay the tax on twenty gallons the gauger found.



THREE out of four new automobiles produced each year are delivered to the dealers by haulaway rigs. These great trucks, which hold four or more cars, are largely piloted by Teamster members.

On this page is a picture story of how one such trip, from the factory in Detroit to the dealer in Los Angeles, progressed across the western portion of the nation.

Pony express riders carried the mail from St. Joseph, Mo., to the Pacific coast for 18 months beginning in 1860. Riders changed horses every 15 miles and rode about 75 before passing the pouches on to another. The modern "pony express" uses big powerful trucks which are, as a rule, changed only once and three riders or two-man crews of riders pilot them from De-

troit to the Pacific; almost 3,000 miles in four and a half days.

In the instance pictured, the truckload of autos left Detroit in a snowstorm. One driver took it to Cedar Rapids, Iowa, where he turned the load over to another driver. The second driver steered for Denver, Colo. Here the rig was changed. The faster, lighter gasoline tractor was exchanged for a powerful diesel rig with a sleeper cab. Two brothers took over the trip and piloted the load of new cars up over the Rocky Mountains and down onto the Pacific Coast, depositing the cars before a Los Angeles new car show room. The trip which started in a snowstorm ended under waving palm fronds and a sun which brought the thermometer to eighty degrees.



6 Modern pony express riders have conveniences their predecessors would have considered as impossible. Here Robert R. Hall, Jr., trucking company official, uses a teletype machine as he checks weather conditions out of Denver to the west. Men and trucks are also dispatched by use of teletype.

7 (Below) With the mountain passes reported open to traffic by teletype, the load of autos begins to move west once more. Teamster Walter Taverner is in the cab, getting bills of lading from a dispatcher. His brother, Lawrence, who will relieve him, is already bedded down in the sleeping compartment behind the cab.



8 Going downgrade, Lawrence and Walter pass a sign which reads "End snowslide area." In mountains, road hazards are many and professional driver Teamsters have made many rescues of motorists. This photo was made in freezing weather as truck was at 12,000 foot altitude near crest of pass.

9 (Below) Rest stops are welcome breaks in the monotony of rolling day and night to two-man teams who spell each other at driving and sleeping. Here they can clean up, eat, rest (stationary type) and possibly get a chance to talk with other drivers. Here the brothers remove whiskers.



10 In California, Lawrence takes an extra hitch on the tiedown chains as he and his brother prepare to descend Cajon Pass. In a seven-mile stretch, the road drops almost a mile so every last precaution must be taken.



11 Palm fronds wave hello as the cars which began their journey in a snow storm are unloaded and the "pony express" trip comes to an end. The Taverner brothers unload their cargo outside the show room of a Los Angeles dealer. Since these cars left Detroit others have started on route; even now another load is departing.





FAMOUS team of Clydesdale horses of the Anheuser-Busch Co. lent colorful note to the 1954 Union Label Show.



BRILLIANT sunshine prevailed during the entire running of the 1954 Union Label Trades Show at the big Pan-Pacific Auditorium in Los Angeles. Shown is typical week-day crowd gathering at entrance.

Teamsters at the UNION INDUSTRIES SHOW

"Colossal!" Says Los Angeles—Where the Word Colossal Was Born!

ROLES of Teamsters in the drama of local and national life were portrayed for thousands who streamed through the big Pan Pacific Auditorium to view the fabulous extravaganza—the 1954 AFL Union Industries Show.

Opening with all the pomp and circumstance of a Hollywood premiere, the "big show" enjoyed a phenomenally successful six-day run.

With searchlights and floodlights playing at the entrance for the ribbon-cutting ceremony, eminent figures in California life were on hand to pay tribute to organized labor and to the big show which was a testimonial to union craftsmanship and the union label.

Present for the big opening night ceremonies were Governor Goodwin J. Knight of California, Francis Cardinal McIntyre of Los Angeles, President Thomas Pitts of the California State Federation of Labor, Secretary William Bassett of the Los Angeles Central Labor Council, and Hollywood stars Edward Arnold, Dan Dailey and Mitzi Gaynor. Raymond Leheney, director of the show and secretary of the AFL Union Label Trades Department, who had spent many months planning the big

event, was present for the ribbon-cutting ceremony and introduced Actor Edward Arnold, who acted as master of ceremonies.

Inside the huge and gayly-decorated hall, the thousands of first-night visitors found many exhibits to capture their interest and imagination.

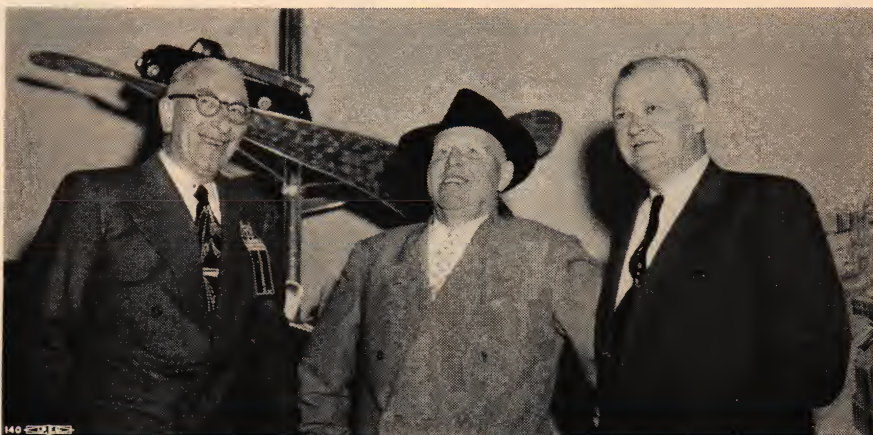
The AFL's own exhibit at the show was opened by Secretary William F. Schnitzler, who arrived an hour late due to a postponed plane flight.

Such show stalwarts as the Glass Bottle Blowers Association, the Operative Potters, the Bricklayers, the

Plasterers, Typos, Bookbinders, Musicians—and, yes, the Teamsters—were again on hand as in past years with live and animated exhibits. Scores of manufacturers likewise took pride in showing their union-made wares to a vast audience that numbered close to half a million at show's end. Outside the hall, the finely-groomed team of Clydesdale horses maintained by the Anheuser-Busch people was a source of attraction to small-fry and their elders.

A local television station, KTLA, devoted a full hour to depicting the activity that took place at many of the exhibits, and undoubtedly helped

CAUGHT BY photographer in front of Teamster exhibit at the show are, from left: President Jack Annand of Joint Council 42; President Dave Beck of the I.B.T., and AFL Director of Organization Harry O'Reilly.





A series of panels at the Teamsters' exhibit depicted the role of members in national and local life.

Right: The National Cannery Division's exhibit contained more than three tons of goods that were contributed to City of Hope at end of the show. A representative of the hospital, right, extends thanks to Lewis Harkins, director of the National Cannery Division.



Below: Auto crafts got together to sponsor this exhibit.



YOUNG Cheryl Endy draws name of Cadillac winner from cage containing names of those who gave pint of blood to Teamsters' blood bank. Holding Cheryl is Tom Young, of Local 196. While Ray Frankowski, Local 389, takes winning ducat from girl, John Filipoff, Local 208, makes announcement. Winner of car was Walter M. Wagner, a member of Local 208.



Left: A pretty Los Angeles girl draws the name of a bicycle winner. Teamster Joint Council 42 gave away five bicycles daily during the show.

pull in the crowds on the ensuing evenings.

Teamster exhibits were sponsored by the International Office, by the National Cannery Division, and by local unions in the area affiliated with Joint Council 42.

The International's exhibit showed, in a series of illuminated panels, the importance of trucking in the national economy. To the National Cannery Division's exhibit, many canners contributed their products in an outstanding example of labor-management cooperation. More than three tons of canned goods were on display. At show's end, the merchandise was contributed to the City of Hope, non-profit hospital to which the International Brotherhood of Teamsters and other international unions have contributed. Thousands of visitors viewed the Los Angeles exhibit, and during the six days of the show 418 bags of groceries were given away to those who were successful in unlocking the "treasure chest," by selecting the right key. Participants in the quest for "treasure" numbered 2,926, so one in seven was successful.

The peak of excitement for many show visitors was reached in the closing hours, when Locals 208, 357, 389, 396 and Joint Council 42 gave away a 1954 Cadillac sedan. To be eligible for a chance on the



The Teamster on the right is receiving congratulations—and no one deserves them more than he. He is Bill Kohen, and he has given 87 pints of blood to the Los Angeles Teamster Blood Bank. Congratulating him is John W. Filipoff, secretary-treasurer of Local 208, Freight Drivers.

Caddy, a visitor was required to donate a pint of blood to the Teamsters blood bank. Cheryl Endy, 4½, selected from the audience, drew the winner who proved to be Walter M. Wagner, a member of Local 208, Freight Drivers, employed by Pacific Freight Lines since 1947. He has a wife, Rosie, and two infant children.

Congress Approves Record Highway Bill; Near Billion Dollars Involved

A RECORD road construction bill has been enacted by Congress with almost a billion dollars annually authorized for highway aid. This is the biggest road building measure in history and promises to be an important factor in employment in the construction field for the next two years.

The House and Senate had both passed road aid bills and when the differences were composed in Congress, the bill emerged with a total authorization of \$966 million a year for two years beginning July 1, 1955. This huge sum is larger than was authorized in the House bill, but not

as large as that passed by the Senate. The bill was \$91 million over the bill which had been backed by the Administration. The current rate of road aid is \$575 million—hence the new bill represents a tremendous increase.

The new measure would provide for authorization of \$700 million a year in Federal funds matching moneys for state road construction and for \$175 million more for states for the interstate highway system.

Reasons for the stepped up road program should be apparent to all highway users, not the least of whom are truck drivers. Highway users of

all groups have been campaigning for improved roads to meet growing traffic burdens. To the need for more and better roads to meet today's traffic requirements is added the potentialities for unemployment in a period of declining employment.

Full discussions of the need for more and better highways appeared in the reports sent to Congress by the House and Senate Public Works Committees. Said the Senate Committee:

"The testimony shows that the number of vehicles on the highways and the mileage traveled have maintained the steady upward trend which began shortly after the cessation of hostilities in 1945. In 1946 there were 34,400,000 motor vehicles on our roads. Today there are about 55 million. Highway improvement has been progressing during the same period at a much slower pace. The gap between highway usage and improvement needs has widened. Estimates made during the past year show that 63.8 per cent of the mileage on the Federal-aid systems is in need of improvement at a total cost of \$35 million . . . If we are to close this gap, highway improvement must be speeded up and this means increased expenditures for such purposes. It is fully recognized that an adequate highway transportation system is vital to the nation's economy. The committee feels that the Federal contributions to this system should be gauged with the objective of bringing highway improvements up to the level of needs as soon as practicable."

Highway users have drawn attention in previous years to the fact that the sum devoted to highway expenditures and aid is not as great as the sum paid in by users in taxes on gasoline, diesel fuel and fuel oil. Teamsters among others have called attention to the shortchanging the highways have been getting as the result of diversion of gas taxes. The Senate committee in an effort to effect a reform actually approved a bill which exceeded a billion dollars. The committee, however, observed that Federal revenues from excise taxes imposed on highway users are now reaching a level of a little over \$2 billion a year.

WHAT'S NEW?

Wire Insert Method Thread Repair Kit

All necessary tools for the wire insert method of thread repair are said to be included in a new thread repair kit—four taps, four inserting tools and one insert extractor. In addition, the kit contains an assortment of 25 inserts in each of four commonly used sizes.

No Weights Needed With Power Saw

Metal, plastic or fiber stock of 3 inches or less in diameter can now be cut with the new 50 lb power hack saw in any position and at any angle from 45 to 90 degrees. The necessity for weights is eliminated in the fully-automatic saw by the newly-patented principle by which the saw blade draw cuts and then lifts on its return stroke.

Safety and Strength In Fill-Manhole

Great strength and safety in the case of accidental over-turning or fire are provided by the functional design and fabricated steel construction of a new combination fill and manhole whose special safety features include a low silhouette and greatly improved provisions for venting. The unit's special multiple vent has four inlet valves and the standard intake vent area is about double the requirement established by ICC. The tank manhole's sole means of attachment is by one outside bolt.

Chain Gate Stops Load Theft, Loss

Theft or loss of end loads can be prevented while permitting full loading by the installation of the newly-designed type of truck chain gate, custom-built to fit any size truck rear opening. The chain gate is furnished already assembled and ready to be installed.

Stripper for Solid Or Stranded Wire

Twelve to 24 gage solid or stranded wire or 300 ohm twin lead-in wire can now be stripped by the interchangeable cutters featured in a new wire stripper

which also presents a special lock-open feature. This automatically holds the jaws open permitting the wire to be removed after stripping without crushing.

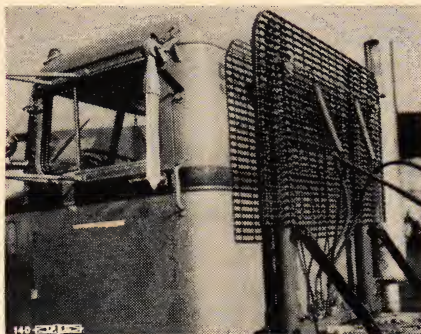
Weight-Saving Rear Spring Suspension

A weight saving of approximately 60 lb is claimed by the manufacturer of the rear action spring suspension which eliminates the necessity of auxiliary springs by utilizing bus type rear springs. Flexible springs and a strong stabilizer bar which also acts as a radius rod are the basic elements of the installation and both ends of the springs and the stabilizer bar are mounted in rubber.

Combustion-Type Coolant Heater

Fifteen thousand btu/hr is delivered to the engine coolant and 6,000 btu/hr from the heater exhaust is available for other uses through a new combustion-type engine coolant heater which maintains a constant coolant temperature by automatically cycling between high and low heat. The formation of carbon on the coolant jacket walls is prevented by a specially-designed combustion chamber.

Safety Bulkhead To Protect Driver



Protection for the life of the driver and the prevention of damage to the truck cab due to shifting cargo are afforded by this safety bulkhead produced in California. Cited as attractive features of the device are the prevention of damage to the truck cab while loading and unloading; protection of driver and cab without sacrifice of payload space since the installation requires only 6 inches of space behind the truck cab; clear visibility due to grated construction of bulkhead, and anchorage for attachment of the air brake hose. The product, says its manufacturers, is designed to meet the requirements of the Interstate Commerce Commission and of each of the states.

Spring-Mounted Combination Mirror

A new combination truck or auto mirror features a special internal tension spring which permits the elimination of lock nuts or set screws while still causing the mirror to remain in a set position. The mirror is equipped with two mounting brackets, one for attachment on the top edge of the door frame and the other for mounting on the channel drain above the door.

Air Connection Cuts Pressure Drop

The drop in pressure at the air connection can be cut to only five per cent, says a Chicago manufacturer for its new quick detachable air connection. Simple in construction, the unit consists of only two main elements: a male member that threads onto the air inlet of the spray gun, and a female member, consisting of a sleeve with a sliding collar, that attaches to the air hose.

Features Claimed for Battery Separators

Minimum resistance to the passage of electric current is claimed for a new line of battery separators which also cite chemical stability, uniform porosity and mechanical strength as attractive features. Also, since these separators are shipped dry, they can either be used immediately or stored indefinitely without harm.

New Chamber Design In Engine Series

An established line of cushioned power diesel engines has a new addition, a six-cylinder series of 802 cubic inch displacement. The transportation model develops 217.5 hp at 2200 rpm and the industrial model 185 hp at 1800 rpm. Clean combustion and maximum power from fuel are said to be assured by the special chamber design to promote high turbulence for homogeneous fuel-and-air mixture.

Features of Oil Filter Cartridge

Uniform porosity for high flow-rate and improved particle retention are featured in the specially-treated paper element of a new filtrant designed for full-flow oil filtration systems. The filter sheets retain their wet-strength and structural rigidity, are highly resistant to engine acids and are stable without migration of binder or filter, it is claimed.

TEAMSTER TOPICS

Retires at 75

Joseph Hoover, a member of Teamsters Local 446 of Wausau, Wis., retired last month as a driver-worker for Albrent Freight and Storage Corp. of Wausau. His birthday was March 24, at which time he became 75 years old. On the day of his retirement the company presented him with a gift in recognition of his long and excellent service.

Hoover started to work as a truck driver for the former Pope Brothers on July 17, 1935. This firm was taken over by Albrent several years ago. Before becoming a truck driver he served 14 years as a patrolman with the Wausau police department. Most of his truck operations were between Wausau and Ironwood, Mich. Except for two motor accidents, he had a perfect safety record as a driver.

School Tots Respond

Teamsters of Local 619, Manitowoc, Wis., have been receiving some heartwarming letters from the various classes of school children around their city who received scale model trucks at Christmas time. Letters of thanks came from the board of education, principals, even special letters from the school children.

One letter, written painstakingly by a beginning writer, said: "We like our new truck very much. We will have lots of joy with it. Thank you for giving it to us."—Miss Anderson's McKinley Kindergarten.

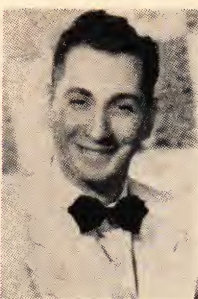
Michigan Champs

A five-man team representing Teamsters Local 51, Detroit, scored a pin-total of 3,302 to win top honors in the AFL Michigan Bowling Tournament. The Teamsters' set was 95 pins higher than the opening-round record set by the Eleva-

tor Constructors. For their record-breaking effort, the Teamsters split \$350 in prize money.

Singing Truck Driver

Local 478, Newark, N. J., boasts of a singing truck driver who has just made a recording for Anchor Records. The driver is Ray King who works for Acme Express.



Ray King

In its announcement of the release, the record company says that Ray King is a native of Newark and has been driving a truck for the past ten years.

During this time, according to the release, he has been slowly building a tremendous number of fans who are interested in helping get the big break. He is a member and official singer of Local 478 which has 6,000 members rooting for him. He has sung at political rallies and at many affairs conducted by local factories to which he has been making deliveries.

The singer is a tractor-trailer driver and is well known in and around the Newark area, according to Fred J. Carlin, secretary-treasurer of Local 478.

Baltimore Rescue

Courage and quick-thinking by two members of Freight Drivers' and Helpers' Local 557, Baltimore, saved a man's life and averted a train crash. Teamster George Pitts, operating a safety patrol car, saw a truck go out of control, plunge over an embankment onto the Pennsylvania Railroad tracks and burst into

flames. He called police and an ambulance. Then Teamster Jerome Scheff came on the scene, and the two pulled the victim from the burning truck, just about the time they heard a train approaching. They lighted flares and ran down the tracks to signal to the engineer, who stopped his train in time.

Reefers Get Exemption

Another group of transporters were given an exemption from the trip lease regulations recently when the Interstate Commerce Commission announced it had granted the request of refrigerated truck operators.

The reefer operators had petitioned the I.C.C. in February for an exemption from the regulations of truck leasing. The exemption will extend until March 1, 1955.

In the meantime, the Commission will hold further hearings on the lease problem with the date and place of the hearings to be announced soon.

Boost for Seals

Milk Drivers' and Dairy Employees' Local 471, Minneapolis, Minn., gave a big boost to the Easter Seal campaign. To aid in collecting contributions, the union drivers agreed to pick up checks left in empty bottles along their routes, Secretary-Treasurer George Berquist reports.

Oregon Editor

Editor of the top prize-winning paper, *Oregon Teamster*, for seven years, Ed Snyder has resigned and entered private business as an editor. He is succeeded by Ron Moxness, veteran *Oregonian* reporter and formerly a MSA labor information officer in Europe.

Plans "Piggy-Back" Terminals

The so-called "piggy-back" method of rail-truck transportation was given a boost recently by the New York Central Railroad when it announced plans for a \$5 million construction program involving five new terminals.

The terminals will be built in Boston, New York, Cleveland, Detroit and Chicago and will accommodate the new 75-foot specially designed flat cars which will carry the trailer units. Each terminal represents about a million dollar investment, the railroad said.

Speculation in the transportation industry indicates that Central is planning to buy as many as 400 of the new type flat cars for its piggy-back operation. Recently the Erie Railroad said it was procuring 100 cars for its share in the new rail-truck program.

Driver Saves Child

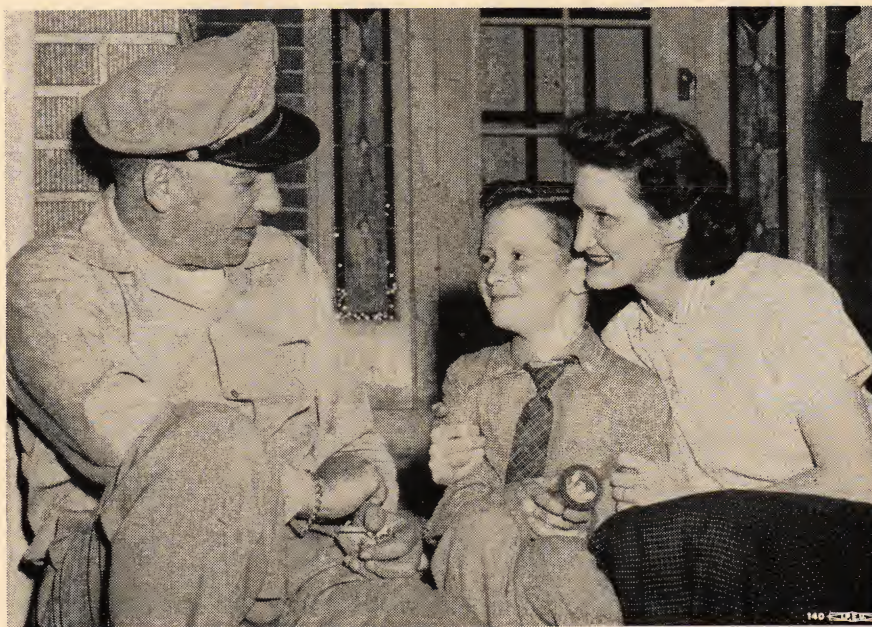
Quick thinking on the part of a Baltimore Teamster is responsible for saving the life of an eight-year-old schoolboy, according to a letter of praise received by a transport company from Mr. and Mrs. George L. Franz, 3229 Clifton Avenue, Baltimore, Md.

Young Craig Franz lost his way en route home from school March 12. He walked from the City Hall area in Baltimore until he fell exhausted in a precarious spot on the Pulaski dual highway out of Baltimore.

The parents of the youngster enlisted the aid of the city, county and park police. The search was in vain, it appeared. The boy had left school Friday afternoon. At 6 o'clock Saturday morning Teamster Arthur Morningstar, driver for the Brook Transportation Company, Baltimore, found the child lying asleep in the grass near Golden Ring Road. He took the youngster home, made him comfortable, gave him his breakfast and returned him safely to his parents.

In a letter of praise for Driver Morningstar, Mr. and Mrs. Franz

Alert Driver Saves Youngster



Mrs. George L. Franz, Baltimore, and her son Craig, thank Teamster Arthur Morningstar, Local 557 member, following the latter's rescue of the child along the Pulaski highway. Morningstar discovered the youngster after police failed.

said "... we are convinced that our son's life was spared through the keen sight, alertness and quick action on the part of Mr. Morningstar. We are unable to offer Mr. Morningstar a monetary reward but we will be forever grateful and indebted to him for the rest of our lives."

Driver Morningstar belongs to Local 557, Baltimore.

Virginia Approves Pikes

Two turnpikes in Virginia will be added to the states system under laws recently enacted.

The Old Dominion Turnpike Authority was created by the legislation. The authority will have power to construct a \$75 million toll road from the West Virginia border near Bluefield to the North Carolina border near Mt. Airy. This section would become part of an express way system linking the Great Lakes to Florida.

Also provided for in the bill is a 37-mile turnpike from Richmond to Petersburg, a \$57 million project. This turnpike will have an authority in charge of the construction, operation and revenues with seven members from the various towns in the section immediately affected.

Three T-Routes Added

Truck mail routes now total 460, according to latest reports from the United States Post Office Department. Three new routes were recently added.

The routes, including length and annual mileage are: Elmira to Erin, N. Y.—15 miles with 13,732 miles annually; Omaha, Nebr., to Sioux City, Iowa—107 miles, 39,055 miles annually and Lamar to Pueblo, Colo.—107 miles, 95,630 miles annually.

N. Y. Thruway to Open

The state of New York is preparing a dedicatory program marking the opening of a section of the New York Thruway. A day-long program will be held June 24, according to an announcement from the New York Thruway Authority.

The first section to be open to motor traffic will be the unit from Route 233 at Westmoreland to the intersection of Route 15, near Rochester. This stretch will mark the first revenue producing section on which tolls will be collected.

Trucks will be included in the caravan of motorized military vehicles and modern and antique cars which will make the first passage during the day's celebration.

LAUGH LOAD

Finishing Touch

A fellow was pretty sick and the doctor ordered him to take a long vacation in Arizona. He went there and at the end of two months he died. They brought the corpse back to Los Angeles and his wife and her brother were viewing the remains. She said, "Oh, Joe, doesn't he look nice?" And Joe replied, "He sure does. Those two months in Arizona did him a lot of good."

★

Can't Miss

Mother: "Isn't this a rather complicated toy for such a small child?"

Clerk: "No, it's an educational toy, especially designed to adjust a child to become an expert government employee. Any way he puts it together, it's wrong."

★

Some Apology

At a gas station, a hefty Arkansas traveler finally caught up with another driver who had called him a hog for blocking the road some miles back. Arkansas flexed his muscles and said to the hog-caller, who was just a little fellow, "Called me a hog, didn't you?"

"Yes-s," said the small one. "But I didn't know you were such a BIG hog."

★

Way Up the Creek

Three men were sitting on a park bench. The man in the middle was sitting quietly, as though asleep. But the men on either side of him were going through the motions of fishing. With deadly seriousness they would cast, jerk their lines gently, then swiftly wind imaginary reels. This had been going on for some time when a policeman sauntered over, shook the man in the middle awake and demanded: "Are these two nuts friends of yours?"

"Yes, officer," said the man.

"Well, get them out of here then."

"Right away, officer," said the man as he began rowing vigorously.—Lion.

★

Penny Wise

"I can't understand it, a 98c item and she's so particular. Look what she selected for a husband."

★

Take Your Choice

Money may not buy happiness, but if you have plenty of it you sure can make your own choice of a wide variety of unhappiness.

Let It Be a Lesson

Father to small son: "Never mind how I first met your mother—just don't go around whistling!"

★

Strange Language

An African chieftain flew to London for a visit and was met at the airport by newsmen. "Good morning, Chief," one said. "Did you have a comfortable flight?"

The chief made a series of raucous noises—honk, oink, screech. z-z-z-z—then added in perfect English, "Yes, very pleasant indeed."

"And how long do you plan to stay?" asked the reporter.

Prefacing his remarks with the same noises, the chief answered, "About three weeks, I think."

"Tell me, Chief," inquired the baffled reporter, "where did you learn to speak such flawless English?"

After the now standard honk, oink, screech, whistle and z-z-z-z, the chief said, "Short wave radio."

★

So True

The man who hoarded his money used to be known as a miser. Now he's a wizard.

★

Western Diplomat

A young matron was enjoying the attention of her dinner partner, a handsome Westerner. "But how old do you think I am?" she asked coyly.

"Shucks," he replied, "I don't know, ma'am, but if I saw you on the street, I'd whistle first and estimate afterwards."

★

No Bargains

Some people have the idea they are worth a lot of money just because they have it.

★

Cheap At Any Price

Doctor: "Now, madam, place this thermometer between your teeth and keep your lips closed for five minutes."

Husband (aside to doctor): "What will you take for that gadget, Doc?"

★

Accommodating

"I hear you advertised for a wife. Any replies?"

"Hundreds of them."

"What did they say?"

"Most of them said: 'You can have mine!'"

★

Too Much for Him

The boxer was sitting at home with a bruised head after being badly beaten, while his son was doing his homework.

"Tommy," said his wife, "don't count up to ten any more—it makes Daddy's head ache."

★

King Size

A Texan heard that a factory in Ohio was interested in buying bull-frog skins. He wired that he could supply any quantity up to 100,000 on demand. Needing the skins badly, the factory wired him to send the entire 100,000.

About ten days later a single dried frog skin arrived through the mail, with this notice: "Gents: I'm sorry about this, but here's all the frog skins there were. The noise sure fooled me."

—The Rotarian

★

Owwch!

Her—"Why do baby ducks walk softly?"

Him—"Because they can't walk hardly."

★

Empty

O'Leary's wife woke in the middle of the night to hear her husband creeping about the kitchen.

"What might ye be looking for, darlin'?" she called out.

"Nothin'," called back O'Leary. "Just nothin'."

"Oh!" said his wife cheerfully. "Then you'll find it in the bottle where the whiskey used to be."

★

Questionable

Teacher: "There's only one truthful boy in this class."

Smith (in an undertone): "That's me."

Teacher: "Did you speak, Smith?"

Smith: "No, ma'am."

★

Too Hard

A famous psychiatrist was visiting Bermuda and a prominent official happened to meet him. The official asked him:

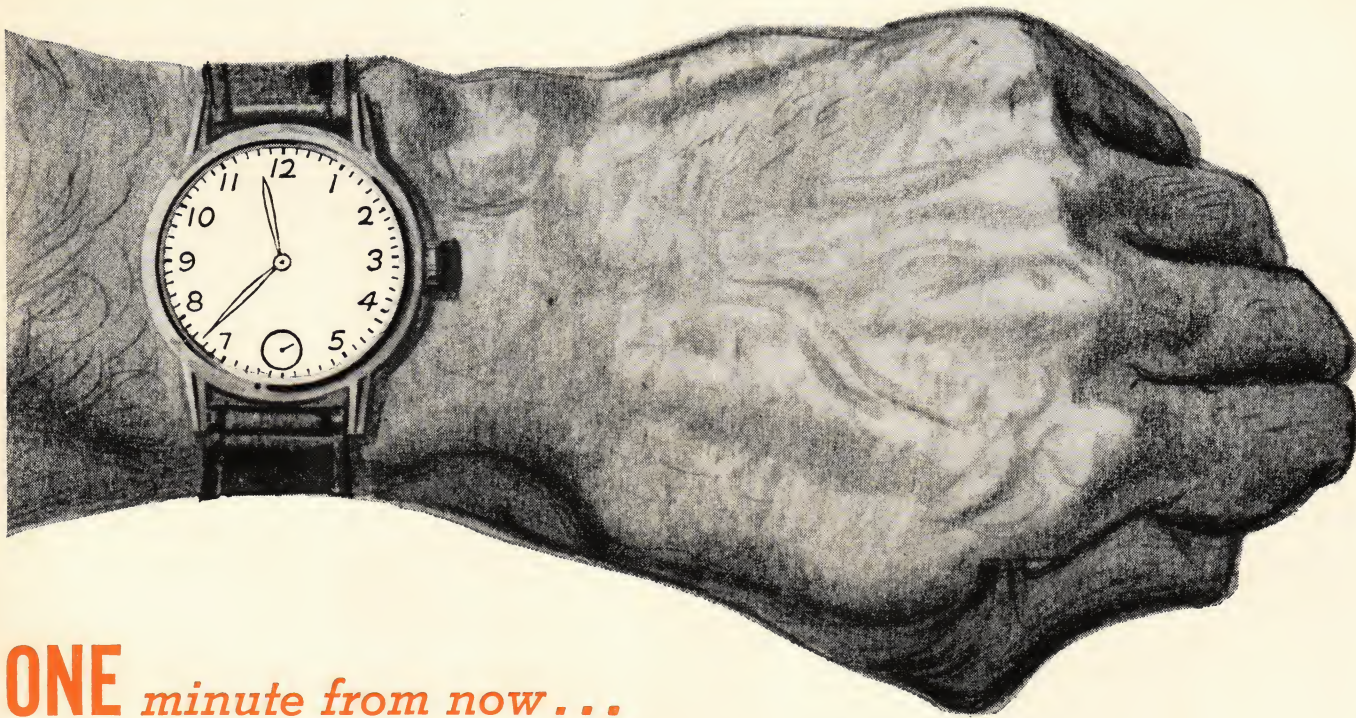
"Doctor, how do you really tell if a person is insane?"

"Oh, we merely ask him a few questions which ordinary people can answer correctly."

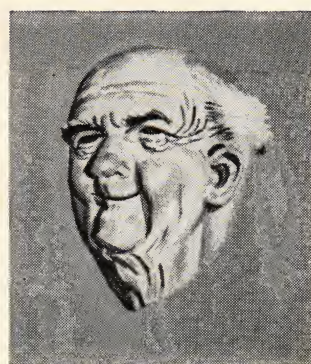
"What type of question?"

"Well," replied the psychiatrist, "this sort of thing. Captain Cook made three voyages around the world and died on one of them. Which was it?"

"Oh, I say," objected the official. "I think that's a bit steep. I'm not very good at history."



ONE *minute from now...*



FOUR *more Americans will need blood... urgently!*

Every 60 seconds of every year **FOUR** Americans are injured seriously . . . so seriously that their lives depend on immediate transfusions.

Startling? Yes, but serious injuries are only one of the reasons why blood is needed *constantly*. Every day thousands of men, women and children **MUST** have

blood for medical and surgical treatment.

In addition, we must continue to build a national reserve of blood as insurance against future disasters and emergencies.

You can help supply the blood that America needs constantly . . .

NATIONAL BLOOD PROGRAM



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